

GRAIN DEALERS JOURNAL

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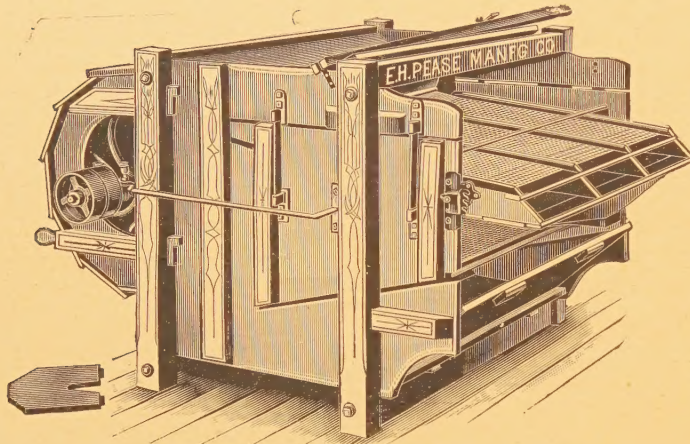
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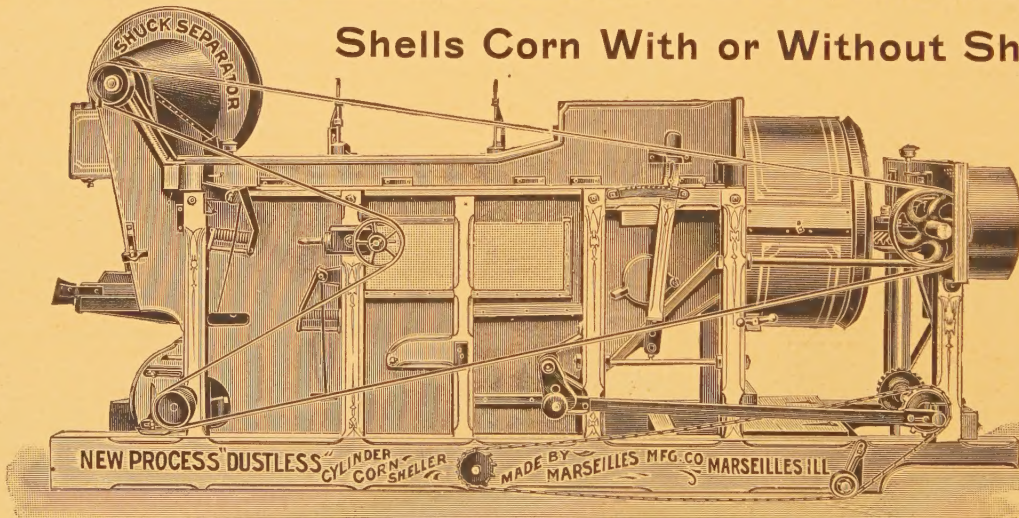
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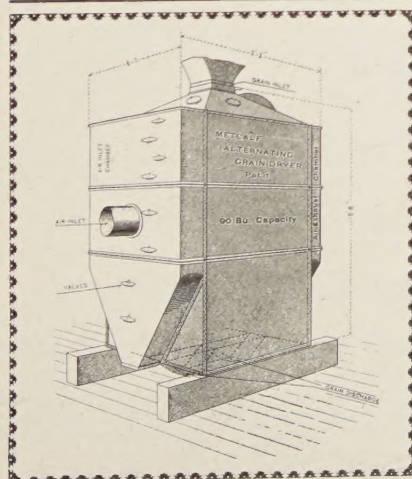
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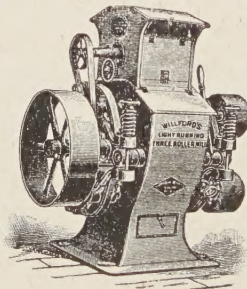
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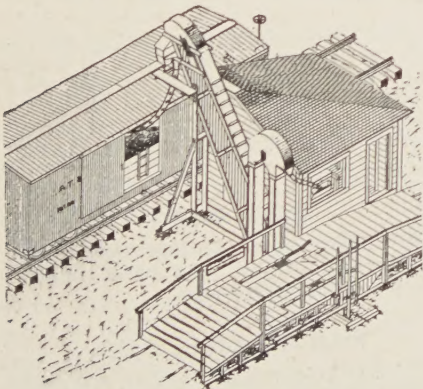
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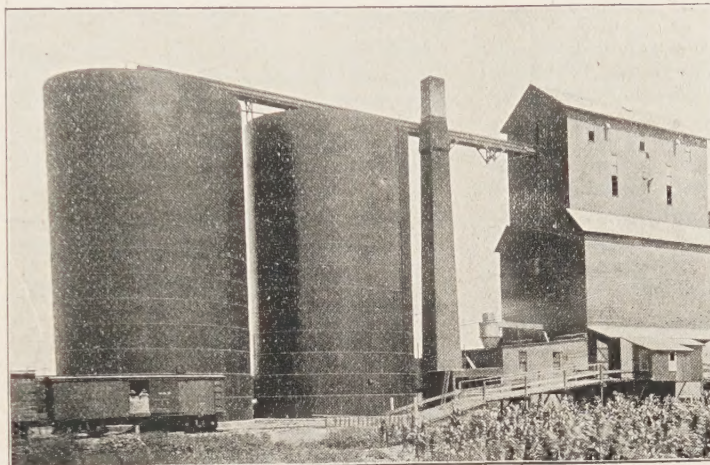
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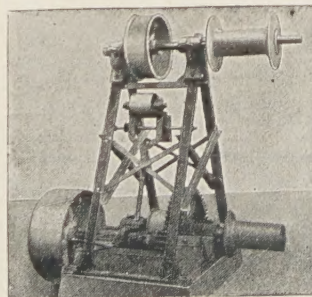
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CHICAGO, U. S. A.

GRAIN DEALERS' EXCHANGE.

FOR SALE.

EAT WHITE'S WHEAT FLAKES. Made by T. G. White, Marion, Ia.

GASOLINE ENGINES for sale or exchange. All makes and sizes. McDonauld, 72 W. Washington st., Chicago.

SEED OATS FOR SALE. The early white oats, known as the June oats. Write Knight & Son, Monticello, Ill.

OAT CLIPPER for sale. One No. 4 Eureka, good as new. Price, \$50, f. o. b. cars here. D. N. Dunlap, Fontanelle, Ia.

SECOND-HAND GAS AND GASOLINE engines from 4 to 25-h. p. Price Machinery Co., 54 to 60 S. Canal St., Chicago.

2ND-HAND scales & trucks of various makes for sale. Repaired and warranted. Standard Scale & Fixt. Co., St. Louis, Mo.

ELEVATOR FOR SALE; 36x94; capacity 50,000 bu; crib, 2,500. Nearly new; good business. B., Box 6, care Grain Dealers Journal, Chicago, Ill.

FOR SALE Twenty thousand bales cross head bale ties, Washburn-Moen Mfg. Co.'s make. For prices address, Geo. Forrest, Flint, Mich.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

ENGINES, second-hand, one 3-h. p. Lewis, gasoline, \$125; one 6-h. p. upright, steam, \$35. Wisconsin, Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR; 15,000 bu; new machinery; 35 h. p. steam plant. On Big Four, in heart of Indiana corn belt. E. F., Box 5, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR IN IOWA FOR SALE; 9 new hopper bins; two legs; two dustless cleaners; large dump scale; 5 h. p. gasoline engine. Good grain country, 160 cars shipped last year by one buyer. Price, \$1,800. D. M., Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

FOR SALE.

GREAT OPPORTUNITY.—Only grain warehouse in Wisconsin town; no competition. Full particulars by addressing B. V. Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

IOWA ELEVATORS for sale. A line of twenty country elevators and a good cleaning house will be sold cheap. Must sell all or none. F. J., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE. One 20-inch horizontal French buhr mill; made by Sprout, Waldron & Co. In good condition, slightly used. The nicest corn and feed grinder you ever saw. Crisman Bros., Berwick, Pa.

FOR SALE—Good grain and coal business, including warehouse, dumps, corn sheller, engine, side track and large lot. Good business; nice town and country. Address Box 585, Lebanon, Ohio.

DRIER, been used only for tests; dries brewers' grain and corn perfectly and economically. Cost \$1,000, sell for \$350 f. o. b. Buffalo. Barton, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ROBINSON'S CIPHER CODES. I have two dozen copies of Robinson's Cipher Code, latest edition, bound in cloth, will sell, express prepaid for \$30. Greenville, Box 4, care Grain Dealers Journal, 10 Pacific ave., Chicago.

FEED ROLLS, SCALES.—3 three-high feed rolls, 1 600-bu. and 3 60-bushel hopper scales, at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Ave. S., Minneapolis, Minn.

BARLEY GERMINATOR for sale. Do not guess at the quality of your barley, or depend upon the buyer at the central market. Get a germinator, grow a sample and determine with exactness its true value. It will prove a profitable investment even if you ship but one car a year. Price, \$5 to points in the United States. Address Germinator, care Grain Dealers Journal, Chicago, Ill.

FOR SALE.

ELEVATOR, 8,000 bushels, with wagon and hopper scales, 16-h. p. gasoline engine, wheat cleaner, corn cleaner, sheller and dumps. Also grind feed. Good territory. Local monopoly in grain, coal and farm machinery. Western Ohio. E. L. Box 2, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE; in heart of grain country, having handled 350,000 bushels in 1898. Storage capacity, 50,000 bushels; daily capacity, 20,000 bushels. Elevator was built in 1896, is equipped with the best of improvements, new office and fixtures. Also four acres of land and residence property. Owners want to retire. Indiana, Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

WANTED.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

GASOLINE ENGINES WANTED; 4, 6, or 8 h. p. B. F. J., Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

WANTED—OIL SALESMEN to sell lubricating oils and greases on salary or commission; excellent side line. The A. G. Harbaugh Co., Cleveland, O.

POSITION WANTED as superintendent of terminal elevator. Now and for over five years foreman. Foreman, Box 5, care Grain Dealers Journal, 10 Pacific Av., Chicago.

COUNTRY ELEVATOR in Illinois or Iowa. Give full particulars, price and terms in first letter. A. T. J., Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

WANTED.—Salesmen, visiting elevators, to carry Lubricating Oils as a side line. Two-thirds commission paid upon receipt and acceptance of orders. Small convenient sample case free. For particulars address Lincoln Oil Co., Cleveland, Ohio.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

GRAIN DEALERS COMPANY, 10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please send the **GRAIN DEALERS JOURNAL** for one year to

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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.
BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., MARCH 25, 1899.

The sweeper must go. All of the shippers' grain must be placed in the sink.

The Illinois Grain Dealers Association will hold its annual meeting at Decatur in June.

According to recent complaints, Pittsburg weights are open to great improvement.

The government crop reports seem to be receiving much more criticism than usual. What is wrong?

Will you build a new or enlarge your old elevator this season? Will you improve or add machinery? Let us hear from you.

The Nebraska Grain Dealers Association will hold its annual meeting at Lincoln, Tuesday, April 11th. A large attendance is expected.

The elevator man who attempts to grind oats to a powder with his clipper must expect the machine to make large demands upon his power.

Bad roads interfere with farmers marketing grain every spring, yet few of the states seem to be disposed to provide good roads the year around.

Notwithstanding the fact that the average price of wheat continues very low some of our crop experts persist in predicting the running out of wheat fields.

Manitoba's damp wheat and Illinois' damp corn continues to cause much uneasiness among holders. A good drier quickly used is the only effective remedy for the condition.

Bad roads are not entirely to blame for light deliveries. One potent factor in keeping grain in the country is the farmers' anxious expectation of the coming of another Joe.

Country elevator men cannot afford to be backward in insisting that rail carriers refuse to permit cars to be used by the Knights of the Scoop and Apron for warehouse purposes; neither can they afford to be backward in showing their appreciation of such fairness when carriers refuse cars.

The Grain Dealers Association of Oklahoma and Indian Territories is rapidly gaining strength and prestige. Its membership includes most of the regular dealers of the district.

Ohio dealers at last seem to be awakening to the advantages and benefits of organization. The state has several local associations and the organization of others seems assured.

Benjamin Peters Hutchinson, well known as Old Hutch, is dead, but the fame he gained by running a corner in wheat, single handed, in September, 1888, will live long after him.

A loading fee will be granted every country elevator man who provides depot facilities for storing and loading bulk grain, if the elevator men will pull together in working to secure it.

We have learned indirectly that a Wisconsin court has decided that flax seed is grain. If any of our readers can give us any information regarding this decision they will confer a great favor.

Country elevator men who intend to pay for the necessities of life consumed by themselves and families cannot succeed if they attempt to do business on a margin of less than two cents a bushel.

Another meeting of the lake carriers' agents will be held soon to try to draft a bill of lading for grain which shall prove satisfactory to the vesselmen. The grain shippers will have something to say regarding the changes.

The affiliation of local, district and state associations with the Grain Dealers National Association seems to be gaining favor, and it is to be hoped that all organizations will join together for the advancement of mutual interests.

Elevator men who find water in the gasoline tanks and have their supply pipes freeze up should notify the Standard Oil Trust that they can get plenty of water at home and that, too, without paying 12 to 15 cents a gallon for it.

Elevator men whose houses are to be lighted by electricity should refuse light wires and equipments which do not include all the good devices designed to reduce the fire hazard. Such precaution will please the fire insurance inspector and insure a lower rate.

If rail carriers are permitted to charge anyone for detention of cars, surely they should be fined heavily for discrimination in the matter. Too many of the roads are given to encouraging the scoop and apron men, while the men who provide depots to store and load bulk grain at their own expense are required to wait for cars.

The demurrage charge should be made reciprocal, as it is in Europe, or abolished. The railroads ask entirely too much when they seek to have the state of Illinois legalize the charge and provide means of collection.

It is very easy for a grain dealer to convince himself that he is justified in venting his spite against his brother dealer and in making the other fellows pay over the market for grain, but a very difficult matter to get a profit out of the business at the same time.

The politicians are still looking for rotten spots in the Minnesota State Grain Inspection Department. Small calibre legislators often waste the time they sell to the state in vain attempts to pick holes in the giants about them, in hope of climbing higher themselves.

By a recent decision of an Internal Revenue officer another tax is levied upon the grain trade. Every dealer knows the trade was bearing about ten times its share of the war tax before. The new decision is to the effect that duplicate as well as original margin certificates must be stamped.

Elevator men who were compelled to suspend business during the long car famine experienced this season have not received any recompense for the delay of their property. More of them should put in bills for interest on capital invested as well as for loss by depreciation in value during such delays.

Shippers will be pleased to know that the Grain Dealers National Association will make a determined effort to have all cars swept out before they leave the receiving sink at terminal elevators. Car sweepers have abused their privilege so grievously and caused shippers such heavy losses that the wrong has become unbearable.

The cause of mutual insurance is surely gaining favor with the grain elevator men of the country. They long since tired of the extortionate charges of the stock companies, but gave too much heed to the groundless warnings of the stock company agents, who always insist mutual companies are doomed to disaster.

The Winnipeg Grain Exchange is very much opposed to Manitoba wheat being mixed at Ft. William and fears that it will destroy the reputation of Manitoba grain in European markets. The Winnipeg dealers seem to overlook the fact that should the Europeans desire grain superior to that now supplied them they can obtain same by paying the price it is worth. The fact that the mixers find some grain from Manitoba which is inferior and suitable for mixing and the advertising of such fact, as well as the

mixing by resolutions, will not help the reputation of the Manitoba grain. It is not likely that the owners of grain can be interfered with in their desire to mix their own grain as pleases them.

Country elevator men should insist upon their cars being well coopered before their grain is placed in it. Too much carelessness is indulged in by shippers for them to expect even fair returns from the business. One car loaded with grain arrived in a central market recently with nearly three inches of manure on the floor of the car. Naturally much of the grain became tainted and was spoiled. Another car arrived with part of a board broken off at top of lining. The hole became filled with grain and the loss was not discovered until long after the car had left the elevator.

The combining of all grain dealers' associations in one national league or union for the advancement of common interests is rapidly gaining favor, which augurs much for the benefit of regular dealers. Affiliations will strengthen the local associations as well as the National and make membership in each all the more desirable. As all will work for the interests of regular dealers and not for profit, no association would desire the weakening of any other organization, as such action would reduce the combined force which the workers in the cause of union are seeking to obtain. The stronger the district associations in the chain or union, the stronger will the union be. The district associations can attend to local affairs better than the National, and would be expected to call upon the National only when problems arose which it was not able to solve or troubles which it could more easily remedy with the assistance of the National.

The railroads of Illinois, not satisfied with collecting demurrage from the smaller shippers and receivers, are now seeking to have a law enacted by the state legislature giving carriers liens upon freight for demurrage and empowering them to sell same at public auction to satisfy demurrage charges for the time car has been detained in excess of 48 hours. It is fair that a carrier should be given some compensation for the use of its cars, and the one dollar per day provided for by the new bill is not exorbitant. The detention of rolling stock will surely reduce its earning power. However, if anyone is to be charged for such use of cars all should. At present the large patrons of all roads and the scoop shovel loaders on some roads have immunity from demurrage charges. If carriers are to be assisted in collecting demurrage, then the state should go farther and provide a fine of

\$1,000 for failure to collect and also make the demurrage charge reciprocal. If one party to a transaction is required to pay for unduly delaying the property of the other it is reasonable and fair that each should be required to do so.

A bill (H. R. No. 331) has been introduced in the Nebraska Legislature which is entitled a bill to prevent combinations, trusts and monopolies in buying and selling live stock, produce and articles of trade at public and quasi-public markets, and to provide remedies for persons injured thereby, and penalties for the violation of this act." The bill is designed primarily to prohibit combinations in restriction of the live stock commission business, but would affect all lines of trade alike. It is not likely the bill will be passed, as a strong lobby has been working against it. If enacted the law will deal a death blow to the Farmers' Alliance Grain Growers Association, which is urging the farmers to help drive the grain elevator and commission men out of business, and thereby insure 80 cent wheat.

A dealer identified with the cash grain trade for a number of years maintains and reasonably, that it is natural that selling on track should bring about a deterioration in the quality of grain received at any central market, where grain so sold is received. Shippers who sell on track are shrewd enough to perceive that they would gain nothing by raising grain to No. 2, or better, hence make no effort to improve it by cleaning, scouring or clipping. If they sell grain on track bids they do not receive a premium where it is No. 3 or better. The worse the condition of grain arriving in the central market the more will it be sought for by operators of clipping and cleaning houses, who make large profits by their work every year. The quality of grain could be raised at country points just as cheaply and the elevator man could secure the profit by such improvement if he were disposed to do so.

A practicable plan for the proposed British national grain stores has been formulated by J. H. Mullins, a prominent grain dealer of Cardiff.

The Detroit Board of Trade has elected William Carson president; William A. Waldron, vice-president; Peter P. McLaughlin, second vice-president; Frank W. Waring, secretary and treasurer; Payson Hutchins, chief grain inspector.

Receipts at primary markets for the thirty-eight weeks from July 1 to March 20, as compiled by the Cincinnati Price Current, have been 226,105,000 bushels, against 191,257,000 and 143,202,000 for the two corresponding periods preceding. At present the movement is falling off, receipts for the last week being 3,187,000, against 4,068,000 for the preceding week, but are still heavier than a year ago, 2,504,000, and two years ago, 1,479,000 bushels.

COBS.

Rain has saved California.

Sweden proposes to admit corn duty free.

The scheme to insure vessel shortages has failed.

The grain movement in the central states is falling off.

Port Arthur, Tex., celebrates the opening of the canal today.

A grain inspection bureau has been established at Copenhagen, Denmark.

The world's available supply of wheat for the week ending March 4, as reported to Bradstreet's, increased 3,250,000 bushels.

After hearing what little Chicago had to say the Interstate Commerce Commission has taken the corn export rate under advisement.

Illinois River traffic opened March 17 with the departure of a barge containing 20,000 bushels of corn from the Leech elevator at Hennepin.

Directors of the Chicago Board of Trade have adopted resolutions urging the state legislature to make an exhibit of corn at the Paris Exposition.

Benjamin Peters Hutchinson, whose successful corner of the Chicago wheat market in 1888 made him famous, died of heart failure, March 16, at Lake Geneva, Wis.

D. E. Adams, grain dealer at Durand, Ill., writes that he does not advance money to farmers on grain, and does not believe in advancing, which is properly the business of the bank.

Relief for 2,000,000 starving Chinese in Shang Tung is asked by the American residents of Chee Foo, who have sent an appeal to the San Francisco Chamber of Commerce for a shipload of corn.

Corn has been so well handled by elevator men this winter that early fears of its spoiling through dampness are being dispelled. By the middle of June, after the germinating period, all danger will have passed.

The Cleveland Steel Canalboat Co. will build a pontoon barge on the car ferry principle, to contain nine canal boats and run between Cleveland and Buffalo. The company has been doing a good business in carrying grain from Cleveland via the Erie canal to the coast. Underwriters will not insure an ordinary canal boat on the open lake, but take risks when conveyed in the pontoon barge.

Texas grain minimums have been adjusted by the Southwestern bureau. The state of Texas is divided into five groups and the bureau minimums from Kansas City are as follows, effective April 15: Group 1—Flour, 22 cents per 100 pounds; wheat, 20; corn, 17, and hay, 20. Group 2—4 cents per 100 pounds above group 1, except on hay, which is 21. Group 3—6 cents above group 1, except hay, which is 21. Group 4—9 cents per 100 pounds above group 1. Group 5—12 cents above group 1.

A. W. James, Jefferson, Grant County, Okla. (N.), March 11: Farmers report wheat on sandy land badly blown out. I believe government report on old crop too high.

Poorman Milling Co., Anthony, Harper County, Kan. (S. W.), March 13: Wheat is damaged to a greater extent than the general public think. We are afraid that our county will not harvest over one-half of what was sown.

LETTERS FROM THE TRADE

WILL MAKE IMPROVEMENTS.

Grain Dealers Journal: Our business is improving under the new commission rates which went into effect March 10. Considerable corn and oats are to be moved yet. The season so far has not been very favorable for any of the growing crops. We contemplate adding largely to our corn plant here. Expect to put in a larger engine and boiler, and sheller. Will perhaps put up some steel elevators. The grain business in this section of the country is getting much more important every year. The Howe Grain and Mercantile Co., Howe, Texas.

WATCHMEN, TRACK SCALES AND BOARD OF TRADE WEIGHMEN.

Grain Dealers Journal: We are not clear as to the best methods to be adopted to rid the markets of the shortages that so often occur on grain.

We think it would be a good move for the National Association to see that all railroads at terminal points have day and night watchman and that each railroad have track scales at all delivery points, and that competent weighers be appointed by the various boards of trade in the various cities. This, we think, would practically insure honest weights, particularly on track deliveries. Brinson-Judd Grain Co., St. Louis, Mo.

STATE ASSOCIATIONS AUXILIARY TO THE NATIONAL.

Grain Dealers Journal: I have read in the Journal with great interest regarding the advisability of connecting in some way the different grain dealers' associations with the National Association. My idea would be to let the different associations be auxiliary to the National. Let each state have a state association, and let them be separate from the National, only auxiliary to it, having their separate organizations. Let the National have its officers and each state association send delegates to the National convention.

In this way I think it would be satisfactory all around. All would be under the supervision of one grand big National Association, which would meet annually.—J. N. Lambert, Lebanon, O.

SHORTAGES ARISE LARGELY FROM DEFECTIVE CARS.

Grain Dealers Journal: During the past season we have had a man stationed at one of the elevators here to oversee the weighing of all the grain that was shipped us. At the same time he examined cars very carefully, and we desire to say that in our opinion a very large percentage of the shortages arise from defects in the cars. In most cases the defects are in the grain doors, shippers not being careful enough when putting them in. He reports all these defects, and we have had any amount of them during the past season, and we believe that if shippers would be more careful about their grain doors there ought not to be so many shortages. Then again they ought not to load every old car that the railroad company gives them. A good many shortages arise there. The shipper should examine his car very carefully when he gets it, use

good lumber when he builds his own bulkheads, or if the railroad company furnishes him one he should see that it is put in properly. We think if this is done there won't be so many shortages. J. F. Zahm & Co., Toledo, O.

COMPEL RAILROAD TO ISSUE BILLS OF LADING FOR EXACT NUMBER OF POUNDS.

Grain Dealers Journal: The matter of shortages is a serious one to every dealer. I am very much interested in the subject. My pet theory is to have every car weighed carefully before it leaves the elevator, and then weighed by railroad company at the very first point possible. If no scale is located so it can be weighed before going far, try to have the railroad company arrange for it. Then when terminal shortages occur we have two against the terminal. Follow the terminal people to the end of the earth.

Some determined effort must be made arranged for at terminals to know how these matters are disposed of. It can be done, and at comparatively no expense, as compared with losses we undergo yearly. The first thing to do is to compel railroad people to issue a bill of lading for exactly the number of pounds of grain they receive from a shipper. I believe they can be compelled to do so. We must force them to do it or we will never get it. F. M. Campbell, Randolph, Ia.

HOW THE GOVERNMENT MADE ITS ESTIMATE OF RESERVES.

Grain Dealers Journal: The late report by the Agricultural Department of the quantity of wheat in farmers' hands March 1 commences as follows: "The consolidated returns of the various crop reporting agencies of the Department of Agriculture show the amount of wheat remaining in farmers' hands on March 1 to have been the equivalent of 29.2 per cent of last year's crop, or about 198,000,000 bu." This leaves me in doubt whether "the various crop-reporting agencies of the department" are its county or district correspondents located in each state, as we have been made to understand, or a few private crop statisticians, but I incline to the latter theory. The Daily Trade Bulletin's estimate of wheat in first and second hands on July 1, 1898, is 42,000,000 bushels. And the government's estimate of production added, 675,000,000, makes the total supply for the crop year 717,000,000 bushels. The Trade Bulletin's estimate of the quantity of wheat in second hands March 1 is 80,000,000, and its estimate is probably the best of all, because more points of accumulation are covered. Exports from July 1, 1898, to March 1, 1899, amount to 166,000,000 bushels as near as can be calculated at this time without the Treasury Department's official report for February. The New York Bulletin estimates domestic consumption since July 1, 1898, at 233,000,000, which seems most reasonable, because allowances were made for lower prices, better employment of labor and less adulteration, features that were ignored by the Daily Trade Bulletin. The government has made no report of the area seeded last fall to winter wheat, but in order to be nearest right as to the quantity of wheat used, it is probable that the Agricultural Department took the middle of the road between the estimates of the best two authorities,

the Daily Trade Bulletin and the New York Bulletin, and allowed 40,000,000 bushels for winter wheat seeding. This makes the total disposition of wheat since July 1 519,000,000, or 198,000,000 less than the supply, which must be in farmers' hands if anywhere. Prof. Snow seems to have been awake to the department's method of calculation, as his estimate was only 4,000,000 bushels from the mark and the closest of all. E. W. Burdick, Chicago, Ill.

CHECK WEIGHT BUREAU A GOOD THING.

Grain Dealers Journal: I believe that every station where grain elevators are located should have a way of weighing of grain into cars correctly to a standstill. The railroad company should accept these weights, shippers prepay the freight and then draw on the party that receives the grain for the full amount due. The bill of lading received of the railroad company for grain so weighed under their agent's supervision, attached to the draft, is the order to the railroad company to deliver said grain to the consignee. Any shortages that may then occur are to be made good to consignee, and the consignor has nothing more to do with it, after the grain is weighed into car under the railroad company's supervision and receipted for.

The above is my idea, but to carry it into effect is a formidable task. I will not mention the minor details. At present and under the surrounding circumstances and to do good immediately, I believe the Kansas Grain Dealers' Association at Kansas City has started as good a thing as can be done. G. C. Doehling, Bruno, Neb.

HOW TO PREVENT SHORTAGES AT TERMINALS.

Grain Dealers Journal: To prevent shortage in grain shipments we offer these suggestions:

First, Each and every shipper to have a first class hopper scale; said scale to be under cover and to be tested every six months by a practical scaleman.

Second, Cars to be thoroughly examined as to their condition before grain is put in them, then properly coopered and cleaned, so as to prevent leakages, and sealed under supervision of railroad agent.

Third, Grain to be weighed by a thoroughly competent person in the presence of a party representing the railroad company, who will tally the weight for the railroad company, so that when the bill of lading is issued, the amount of the weight on the bill of lading will be guaranteed by the railroad company at destination.

Fourth, Would suggest that the same precaution as to tallymen be taken at the place where the cars are unloaded at destination. In other words, that the railroad company have a representative at the unloading place so as to tally out the car. Then if any errors are made the railroad company has a check at both ends and can settle accordingly, not over forty pounds per car to be allowed on scale beam for shrinkage en route. Weare Commission Co., Chicago, Ill.

Government seed contracts will be let in the spring instead of the fall, as heretofore.

SOUTHEASTERN IOWA DEALERS.

The regular monthly meeting of the Southeast Iowa Grain Dealers' Association was called to order by President J. A. Carden of Winfield in the office of J. F. Harris & Co., Burlington, at 8:45 p. m., Monday, March 20. President Carden called upon Charles S. Clark, secretary of the Grain Dealers' National Association, to address the meeting on the work of the associations, who responded with a brief review of the work done and in hand.

D. Hunter of Hamburg gave an interesting account of the troubles of the dealers in Southwest Iowa which prompted them to organize the union and the work of that association. The union was started to relieve the regular dealers of scoop shovel competition. No sooner had we done this than the dealers commenced to fight among themselves. We have succeeded in placing the business upon a sound basis and unreasonable competition is at end. The local association can handle local affairs, but not so well as they could if they were allied with the National Association. All would be much stronger by such affiliation, and we could do much more for all regular grain dealers. I wish to call your attention to the danger of leaving your card bids on your desk where anyone who comes in can see them. The farmers will get the names of your bidders and write them for bids. They will conceive the idea of deceiving the bidders with reports to the effect that they intend to start in the grain business."

G. A. Stibbens, Coburg, secretary of the Grain Dealers' Union of Southwest Iowa, was called for and he gave a review of his work as secretary and referred especially to the advantages of competitors becoming acquainted and breaking down the old feeling of jealousy and suspicion. It enables them to buy in the same territory and to live in peace, in harmony. A vote of thanks was tendered the speakers.

The minutes of the preceding meeting were read and approved.

The roll was called by Secretary McClurkin.

A recess was taken for the admission of new members. President Carden called the meeting to order.

G. A. Stibbens of Coburg, Ia., read an interesting paper on the work of the Grain Dealers' Union of Southwest Iowa and Northwest Missouri. It is published with the proceedings of the meeting of that Union in this number.

Secretary McClurkin read a statement of the objects of the association.

Mr. McClurkin moved that a committee of three be appointed to draft a constitution and by-laws for presentation to the association at the next meeting.

President Carden appointed D. K. Unsicker of Fremont, J. A. Baxter, Mt. Union, and E. L. McClurkin, Morning Sun.

Wm. Stelter, who operates a feed mill and a 20,000 bushel elevator at Mediapolis, Ia., was admitted to membership.

President Carden—I am glad to see so many strangers with us, and I hope all will join with us. I have been benefited and I am confident you would profit by membership. If you do not wish to join now, think it over and join later.

J. M. Bechtle, division superintendent of the C., B. & Q. R. R., requested permission to tell of the work of the Grain Dealers' Union, which was gladly granted. "I wish especially to tell of a fight at Cumberland, Iowa, which was settled by the Grain Dealers' Union and the dealers at that and nearby stations were saved thousands of dollars. The railroads also were saved much money."

A. D. Hayes, Wayland: I think we should spread out and take in dealers from more territory.

The president called for remarks regarding the advisability of appointing a committee to secure new members.

W. H. Robinson, Hedrick, Ia.: I think we should induce the freight agents of the different lines to join with us in securing new members. The railroads will profit as well as ourselves.

J. A. Baxter, Mt. Union: I move that a committee of two be appointed to call on the dealers on the Rock Island at competing points for the purpose of inducing them to join. The motion was carried.

D. K. Unsicker, Fremont: I believe if the freight agent of the C., R. I. & P. R. R. would approach the dealers at the competing points they would soon be brought in.

The president appointed G. H. Carter of Pekin and J. A. Baxter of Mt. Union as such committee.

It was suggested that Secretary McClurkin write the division freight agent of the C., R. I. & P. R. R. at Des Moines and request that the traveling freight agent go with the committee to wait on the dealers.

J. W. Carden, New London: I would like very much to join this association, but on account of my competitors cannot live up to the constitution and by-laws.

D. K. Unsicker, Fremont: The association cannot prevent the scoop shovel shippers doing business unless the railroad company will lend its assistance.

Some of the Grain Dealers' National Association's plans for cutting off scoop shovel competition were explained and it was shown how the association could gain the advantage of the influence and experience of the Grain Dealers' National Association.

D. K. Unsicker, Fremont, spoke in favor of affiliation and moved that the association join with the National Association in a body. The motion was carried.

After the meeting adjourned a number of the members paid their first dues in the National, and it is expected that all of the members will soon become attached members of the National Association.

CONVENTION NOTES.

There were 49 present.

A very successful meeting.

The next meeting of the Association will be held at Burlington, April 17.

The rapid growth of the Association shows that the promoters are doing much earnest work.

A room for the meeting and plenty of cigars to burn were supplied by R. C. Jordan, representing J. F. Harris & Co.

No reference was made to the loading fee which the Grain Dealers' National Association is working to secure for elevator operators.

D. Hunter of Hamburg, president of the Grain Dealers' Union of Southwest

Iowa and Northwest Missouri, and G. A. Stibbens of Coburg, secretary of the Union, attended and made a number of new friends.

Three St. Louis commission firms were represented. H. F. Ketchum represented Langenberg Bros. & Co., W. W. Powell the Woodson-Young Grain Co., and V. W. Bullock represented Smith, Vincent & Co.

Among the railroad men present were J. M. Bechtle, division freight agent of the C., B. & Q. R. R.; G. W. Talbot, traveling freight agent of the Iowa Central Railway Co., and C. P. Rorbach, traveling freight agent B., C., R. & N. R. R.

Among the dealers present from Southwestern Iowa were: J. A. Baxter, Mt. Union; H. M. Bowman, Mt. Pleasant; Joseph Barton, Roscoe; A. F. Bridger, Richland; Wm. Butler, Morning Sun; J. A. Carden, Winfield; J. W. Carden, New London; J. A. Cunningham, Washington; G. H. Carter, Pekin; N. R. Derby, Burlington; Chas. Fye, Mt. Union; Robt. Foster, Mediapolis; A. D. Hays, Wayland; R. C. Jordan, Burlington; J. E. Kennel, Fremont; A. J. Kaufman, Mt. Pleasant; E. L. McClurkin, Morning Sun; I. N. Ogden, H. H. Riepe, Sperry; W. H. Robinson, Hedrick; H. B. Shelledy, Fremont; E. Stichter, Coppock; H. F. Samson, Washington; Wm. Stelter, Mediapolis; H. K. Smith, Oids; S. M. Turner, Coppock; D. W. Templeton, Fairfield; D. K. Unsicker, Fremont; Ira M. White, Fairfield; H. K. Williams, Yarmouth; H. W. Van Dyke and B. F. Van Dyke, Winfield.

SOUTHERN OHIO GRAIN DEALERS.

L. W. Dewey, secretary and treasurer, informs us that the sixth meeting of the Southern Ohio Grain Dealers' Association was held at the city hall, Washington C. H., with Vice-President Thorne in the chair.

The minutes of the previous meeting were read and approved.

Mr. Hynson, one of the Committee to Secure Special Rates to Meetings, reported: That the B. & O. had granted special rates from Columbus to Midland City, inclusive, with the exception of a few of the smaller stations which had been overlooked; that the C., H. & D. had not sufficient time before this meeting, but he expected a definite reply from them in a few days; that the C. & M. V. had not yet made any reply.

The secretary and treasurer reported that the B. & O. S. W. had made rate of one fare for the round trip to this meeting.

On motion of Mr. Bennett both reports were received, and the committee ordered continued.

The bill of J. C. Wickersham for \$2.65 to cover railroad fare incurred by the order of the association was presented and the treasurer instructed to pay same.

After some discussion Mr. Wagner moved that the secretary be instructed to invite the Scioto Valley Grain Dealers to attend our next meeting. Carried.

The secretary was also instructed to send Charles S. Clark, secretary of the Grain Dealers' National Association, an invitation to attend the next meeting.

Mr. S. W. Cissna moved that the association endorse the movement of the National Association to establish Check Weight Bureaus at the different grain

centers, such bureaus to be maintained by a fee of 15 cents per car, to be paid by the shipper. After a short discussion it was suggested that action be deferred, and Mr. Wagner moved that the motion be laid on the table until our next meeting. Carried.

Mr. Cissna moved that the next meeting be held at same place on April 18th. Carried.

A motion to adjourn then prevailed.

Chas. W. Crosby, of Good Hope, O., was admitted to membership.

The following firms were represented at the meeting: G. A. Orebaugh, Wilmington; Tingley & Wagner and Percy Hynson, Columbus; S. W. Cissna & Son and the Washington Milling Co., Washington C. H.; P. Dorn & Son, Madison Mills; Perrill & Lewis, Bowersville; Cleland & McKibben, Farmers Station; C. G. Campbell, Atlanta; S. R. Mitchell & Co. and Wickersham & Jackson, Midland; S. M. Thorne, Sabina; Bennett & Thompson and Langdon & Lacy, Wilmington; Cushing & McConn, Fayetteville; Dewey Bros., Leesburg; H. Constable, Level; W. E. Cook, Cook; Head & McGuire, Hillsboro; Chas. W. Crosby, Good Hope; C. Rhonemus, Reesville; Dewey Bros., Blanchester.

PATENTS GRANTED

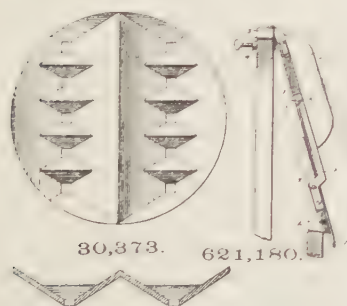
Louis J. Hirt, of Brookline, Mass., has been granted letters patent No. 620,926 on a gas engine.

Thomas C. Kennedy, of Dayton, O., has been granted letters patent No. 621,572 on a gas engine.

Henry F. Eakle, of New Hope, Va., has been granted letters patent No. 621,602 on a seed separator.

Charles L. Buxton, of Sparta, Wis., has been granted letters patent No. 621,765 on a sack holder, and assigned one-half to John P. Reeve of same place.

William E. Winn, of Hamburg, N. Y., has been granted letters patent No. 30,373 (see cut) for a term of 14 years on a design for a tank floor, and assigned same to the Steel Storage & Elevator Co., of Buffalo, N. Y.



Samuel J. Taylor, of South Omaha, Neb., has been granted letters patent No. 621,180 (see cut) on a shoveling board for grain cars. This shoveling board consists of two sections, one of which has a slidable connection with the other, a means of attaching one of said sections to the grain door of a grain car, a block secured to the outer section to support the section upon and above the side bars of the grain wagon, and an apron projecting from the outer edge of the section and adapted to cover the space between the end of the section and the upper edge of the side-board of the wagon.

CAUGHEY & CARRAN'S NEW ELEVATOR AT DETROIT.

Michigan's metropolis has long aspired to become a prominent seed market. Its record as a grain market is good and its elevators are kept busy much of the time, either cleaning grain in transit, or receiving grain from country points for cleaning and loading into lake vessels. During the two last years the city's wheat receipts have been heavy. For the thirty-six weeks ending March 6th, Detroit received 4,046,000 bushels of winter wheat. During the same period of 1897-1898, it received 4,021,000 bushels; during 1896-97 only 2,634,000 bushels of wheat were received.

The city has a number of enterprising grain merchants and among their number is the firm of Caughey & Carran, who recently completed the elevator illustrated herewith. The firm makes a specialty of clover seed, yet is always in the market for other seeds, as well as grain, peas and beans. The firm,

1,500 bushels capacity, one large sized grain cleaner and one medium sized grain scourer. Two cyclone dust collectors are provided for collecting the dust from the cleaners and clipper.

Adjoining the elevator is a three-story seed warehouse with a storage capacity of 40,000 bushels. The seed warehouse is equipped with two Monitor Seed Mills, one large dormant scale and a platform elevator.

The plant has a street exposure and the firm does considerable local business, both buying and selling. The elevator was designed by the Barnett & Record Co., of Minneapolis and Chicago.

ADVANCE IN GASOLINE.

New American Oil Co., Mansfield, O.: We note that a number of country elevator men who use gasoline for power, have asked for the names and addresses of independent refiners who sell gasoline at a reasonable price. In addition



Caughey & Carran's Elevator at Detroit, Mich.

which is composed of F. T. Caughey and C. M. Carran, was organized in 1896. Mr. Caughey was formerly associated with Gillett & Hall and Mr. Carran was with Carran & Coon.

The new elevator, which is located at the corner of 14th and Baker sts., is conveniently arranged and well equipped with modern machinery. It has a storage capacity for 100,000 bushels of grain, sufficient machinery to clean 36,000 bushels of grain and clip 24,000 bushels of oats. Cars are brought into position for unloading under the extension roof by a Dodge Car Puller. Car power shovels are provided at each of the three receiving sinks, which are hopped to the elevator boots. On the same side of the elevator as the receiving sinks is a bifurcated loading spout.

The house has ample yards, having over one mile of trackage. The grain is elevated by means of three legs to a 75,000 pound Howe Hopper Scale in cupola. All power is transmitted by means of the Dodge System of transmission. The power is supplied by a 125 H. P. boiler and a 100 H. P. engine. The cupola is roomy and well lighted. It contains one oat clipper of

to ourselves we take pleasure in referring you to such independent companies as the Wells & Clear Oil Co., Lansing, Mich., and the Ludlow Oil Co., Springfield, O., all of whom are selling gasoline at about the current market. The advance in the price of gasoline is easily accounted for in the advanced cost of crude, which is at least 70 per cent. higher than a year ago, while the advance in gasoline, as a rule, does not exceed 50 per cent.

Scofield, Shurmer & Teagle, Cleveland, O.: We wish to say that gasoline has advanced in price all over the country, being a scarce commodity at the present time, and very largely controlled by the Standard Oil Co.

An import duty on grain is advocated by influential public men in England.

Corn selection and hybridization is being investigated by the chemists of the Kansas experiment station, with a view to creating a variety of superior fattening quality.

John H. Grout, Jr., American consul, believes that the Island of Malta offers a market for wheat, and recommends that samples be sent to C. Breed Eynaud & Co. of Valletta, Malta.

THE GRAIN DEALERS' UNION.

The annual meeting of the Grain Dealers' Union of Southwest Iowa and Northwestern Missouri was called to order by President Hunter at Council Bluffs, Ia., March 22, at 3 p. m., fifty-two being present.

Secretary Stibbens read the minutes of the last meeting, which were approved.

The secretary of the Grain Dealers' National Association, Charles S. Clark, spoke to the members on affiliation with the National Association; its advantages. The board of directors of the National offering free admission to all associations affiliating with it prior to July 1, 1899.

D. Hunter spoke of the advantages of having representation in the different markets by affiliating with the National, and told of a steal unearthed by the Illinois Association at a heavy expense. "A certain elevator was afflicted with 10 bushel shortages which could not be accounted for. One agent was sent to trace it, but failed to find anything wrong. An assistant was sent, one man placed above and one on the first floor. Together they detected the switching of a spout and learned how shortages were caused. The small associations like ours could not bear the expense of such investigations, but if all were allied together we could trace such steals in any market and bring about reforms we could not otherwise obtain. I see Mr. Bewsher, secretary of the Nebraska State Association. I would be pleased to hear his opinion of affiliation.

A. W. Bewsher: I came as a visitor, not with the expectation of talking. However, I will say that I have the kindest feeling for the National Association. I think it is necessary to maintain it and strengthen it in every way possible. I think that by affiliating with it, the associations would strengthen their own influence as well as that of the National and thereby better advance the common interests of all regular dealers.

J. A. Carden of Winfield, Ia., president of the Southeastern Iowa Grain Dealers' Association, was called for. He said: "I came to hear and learn of your methods. However, I will say that our section of the state is crossed by two railroads which parallel one another and indulge in many rate fights. One does not extend beyond boundaries of state, so is not amenable to the Interstate Commerce law. The fights between the railroads helped to precipitate fights among the dealers at competing stations and few were even able to make their board. Since the organization of our association we have commenced to do business on a business basis and hope to get something out of the business. I am glad of the privilege of meeting with you."

President Hunter read several statements regarding the action of the Kansas City Board of Trade in prohibiting its members joining any organization of grain dealers other than a commercial exchange.

Secretary Stibbens read an extensive correspondence with J. A. Edwards & Co. of Chicago, who attempted to defend their action in offering a commission to railroad station agents for inducing farmers to ship grain to them.

President Hunter: Has any member any trouble which needs adjusting? If so, now is the time to present it.

W. C. Sievers, Walnut, Ia.: We are having considerable trouble with scalpers along our line, and especially at Walnut. The secretary of the Union and of the National Association have done much in our behalf, but we have not yet secured relief. I believe the Union could greatly increase its membership and influence by sending a man to secure members along the Rock Island. I am confident the Union could easily secure many members. I would like to see it tried.

Mr. Campbell moved that a man be secured to canvass the line and that initiation fees be remitted.

W. H. Chambers: I suggest that the question be taken up with the dealers along the Rock Island by mail, and after agitating such organization call night meetings at Atlantic, Stuart and other accessible points. Mr. Bewsher has recently extended the Nebraska Association in this way and finally added a new center to the state organization. It is the most successful plan ever tried for getting the dealers together.

J. R. Giles, Lennox: I move that the president and secretary be authorized to call meetings at central points along the Rock Island in Western Iowa for the purpose of extending the field of the Union and obtaining more members along that line.

The motion was carried.

Harry Hunter, of Daniel P. Byrne & Co., St. Louis: The unreliability of the crop statistics and the widespread territory reached by the Union and other associations prompts me to suggest that you make some effort to collect and compile complete statistics which we can depend upon. The members are in a position to learn of existing conditions and a report compiled from such sources would be of great value to all dealers in grain.

J. L. Wright, St. Louis: I wish to say that the directors of the Merchants' Exchange are working on a plan to secure the weighing of grain in hope of reducing shortages in that market.

W. H. Chambers, Omaha: I wish to say that Secretary Bewsher of the Nebraska State Association has compiled reliable statistics on the condition and stocks on hand, and the report was very different from the government report. The report proved invaluable to the members, who alone were favored with copies of it.

Herbert Charters, St. Louis: The collection and compilation of crop statistics is a work that could be well done by the National Association, covering as it does the entire country.

A. H. Bewsher, Omaha: I collected information regarding acreage and yields only after great effort. Our reports differed materially from the government report, in fact our report showed a yield of only 136,000,000 bushels of corn against 160,000,000 by the government report. It proved to us that the government reports were unreliable. The reports were so satisfactory they will be continued. No one secretary could collect such information for the entire country. It might be collected by the local secretaries and forwarded to the secretary of the National Association, but he would surely be swamped if he attempted to do it alone.

J. R. Graham, Hastings, Ia.: What are we going to do with the drones, the regular dealers, who refuse to help to support the Union, yet share in the benefits of organization?

President Hunter read the letter of the National Association's Committee on Shortages, as follows:

Dear Sir:—The report of the committee appointed to investigate the shortages in grain shipments at terminal markets showed such remarkable ignoring of the interests of the country grain shippers by railroads and terminal elevators that the Board of Directors decided to appoint a committee to consider the advisability of establishing Check Weight Bureaus in the different grain centers, for the purpose of ferreting out causes of shortages, overcoming same where possible, and to check the weights of shipments made by regular grain dealers.

If the Association establishes such Check Weight Bureaus, will you pay the Association 15c per car for each car the Check Weight Bureau looks after in any market to which you may ship? If practical, the Association will establish Check Weight Bureaus in all grain centers except Kansas City, where a Check Weight Bureau has been established by the Kansas Grain Dealers Association and proved a great success. The complaints of shortages filed with the Secretary during recent months have been so much less than heretofore that the Association has hesitated to establish a Bureau without first conferring with all shippers upon whom it must depend for the support of the Bureaus. The investigations of our committee show that there is great need of improvement in weighing facilities and the care of grain at terminals. The absence of complaints may be due to neglect; the country shippers and their inferior weighing facilities may have failed to detect their losses of grain.

Trusting you will give us your opinion of the feasibility of establishing such Bureaus and a plain statement as to whether or not you would support them and patronize them, if established, we are, very truly,

N. S. Beale, Tama, Ia. (Chairman),
Ed. McCue, Pittsburg, O.,
E. H. Reynolds, Sterling, Ill.,
Arthur R. Sawers, Chicago, Ill.,
Charles S. Clark, Chicago, Ill.,
Committee on Shortages.

P. S.—Address all communications to the Chairman.

W. C. Sievers, Walnut, Ia.: I realize that much can be accomplished by affiliating with the National and I move that we affiliate with the Grain Dealers' National Association.

J. R. Harris, Northboro, Ia.: I have been in the grain business in Southwest Iowa since 1893, and have seen two scoop shovel men drop out of the local market. If I can gain anything by the Union affiliating with the National Association, I am for it.

Jas. Gault, Creston, Ia.: We are organized to settle local differences. If we can not do it, let us disband. I do not think we will gain anything by affiliating with the National.

D. N. Dunlap, Fontanelle, Ia.: As I understand this is a move in the interest of diminishing shortages and collecting overcharges. If so, I am in favor of it.

F. J. Campbell, Omaha, spoke in favor of affiliation and pointed out how the National could readily collect overcharges, attend to freight matters, etc.

Harry Hunter, St. Louis: The receivers can not afford to look after errors in freight bills. If their collection were put in the hands of a National Association secretary the influence behind him would secure settlement much quicker and easier than a commission man could. It would be much better for the trade, much greater reforms could be brought about quicker, better and with less expense.

D. N. Dunlap, Fontanelle: We can not tell which way our grain will go next year. It may go to New York, Duluth, Baltimore or Galveston. The National Association has members in many different markets and its repre-

sentatives can readily give us much assistance in settling our trouble. We can not afford to refuse to affiliate.

W. H. Chambers, Omaha: When the National Association was organized it was placed on the basis of individual members to get it started. Later the new constitution and by-laws was drafted to secure greater membership and more influence through the affiliation of local associations.

Secretary G. A. Stibbens, Coburg: It is not the intention of the National to interfere in local affairs. We will still have complete jurisdiction of our own affairs. The affiliation is to help the Union, not destroy it.

W. C. Sievers withdrew his motion.
Adjourned until 7 p. m.

EVENING SESSION.

President Hunter called the meeting to order at 8:15 and stated that Mr. Campbell of the Weare Commission Company wished to ask a question.

Mr. Campbell: I just wished to ask the condition of winter wheat and the percentage of oats and corn in farmers' hands.

Reports from fifteen members showed from 15 to 100 per cent. wheat killed. Wheat in farmers' hands, 40 per cent. Per cent. last year's corn in farmers' hands ranged from 20 to 75 per cent., average, 29½ per cent. Oats of last crop in farmers' hands, 5 to 22½ per cent., average 13 per cent.

The treasurer's report showed that \$833.33 had been collected and that there was a balance of \$23.25 on hand. The report was accepted.

C. H. Harris, Bartlett, Ia.: This association has discussed the form in which commission firms make their bids to dealers. I move that the secretary notify the commission men that the dealers desire bids to be made in cipher. Too often farmers, postmasters and others get information from the postal card bids, which is injurious to the interest of the regular dealers.

The motion of Mr. Harris was seconded and lost.

Mr. Picker, St. Louis: You can go into the office of any country dealer and find cards laying around on the floor and desks. No effort seems to be made to keep these cards to themselves, and naturally the farmers see them.

H. A. Noble, Watson, Mo.: I would be perfectly willing to have the farmer see my bids now and then.

President Hunter asked those in favor of affiliating with the National Association to arise, and thirty-five members arose. He also asked those opposed to affiliation to arise. No one arose. About twenty-seven signed for affiliation and a number paid the first half year's dues in advance.

M. L. Thomson, Earlham, Ia., and McReynolds & Co., of Chicago, were admitted to membership.

Nominations for officers were called for and D. Hunter of Hamburg was nominated and elected. The vote was unanimous for Mr. Hunter.

H. A. Vanschoiack of Elliott was nominated and elected vice president.

G. A. Stibbens of Coburg, Ia., was elected secretary.

J. B. Samuels of Riverton, Ia., was elected treasurer.

Mr. Hunter: Gentlemen, I wish to thank you for the honor you have conferred upon me and the confidence you have shown in us.

The old Governing Committee, com-

posed of Edw. F. Rose, Coin; J. R. Harris, Northboro; F. M. Campbell, Randolph; G. H. Currier, Prescott, and J. L. Gwynne, Imogene, was re-elected.

Secretary Stibbens read a paper, as follows:

I would not be honest with myself if I did not state that it is very gratifying to me to be elected to the office of secretary of the Grain Dealers Union for the fourth time. In the future, as in the past, I will at all times work to the best of my ability for the interest of all our members. The road we have traveled for the past three years has been rough and bumpy, and not strewn with flowers. We owe our existence today to our staying qualities and to the support given us by our members.

Our future success depends entirely on how well you back up the efforts of your officers. We must have your financial help as well as your moral support. When any member makes up his mind that he is receiving no benefit from the Union because he is having no trouble, ask yourself the question, "Can I afford to be without the protection of the organization for the paltry sum of \$12 per year?" We think you are reasonably well satisfied with what has been done, or you would not be here today. No doubt some of our members at times have become discouraged on account of the length of time it took to remove certain evils, and they probably came to the conclusion that the officers were not doing their duty, but had they been familiar with all the circumstances they would have said, "Well done, thou good and faithful servants."

Generally speaking, "scalpers" are a thing of the past, and commission firms and track buyers that are antagonizing us are an exception. All the trouble we are now having is caused by the dealers themselves. We have a few dealers who are not disposed to let anyone have a profit. Why this is, is very hard to understand. Every dealer should have a reasonable profit out of the grain he handles and he should be willing to let his competitor have it. When you see the other fellow getting the stuff, what does it profit you to set the price up on him? This usually is what causes all the trouble among the dealers. Some of you do not want to grant your competitor the same treatment that you exact of him. When you conclude to treat your neighbor as you would like to be treated, you will have no more trouble. There is no good reason why you should handle grain without a profit, as the farmers do not expect it; but as long as you will give them more than their grain is worth they are going to take it.

The dealers who attended the Creston meeting all expressed themselves in favor of 2 cents per bushel margin on corn and oats, but I know of quite a number who are not getting it, and the most of them are themselves to blame. We can nearly always fix up your troubles, but we can not compel you to do business at a profit. However, we urge you when you go to your homes, go fully determined that you will from this time on buy grain on a reasonable margin, but do not get hoglish and take an unreasonable profit.

We owe a great deal of our success to our president, and I presume that very few of you realize the amount of work he has done for the Union. At all times he has been a tireless worker for your good, and has never hesitated to tackle any proposition that presented itself.

The railroad companies have learned that our interests are mutual, and regard us as helpful to their business in several ways. The Burlington officials have shown us many courtesies, and I can say in behalf of the Union that they are appreciated. If you have any grievance against the railroads, make it known to them in a business-like way, and I will guarantee that the officials will give it careful consideration. The Burlington officials for some time past have shown a disposition to aid us in every way they could. I speak of the Burlington because the larger number of our members are located on this road, and we have become better acquainted with them than with the other lines of roads. We can not afford to antagonize the railroads, neither can they afford to antagonize us, and it behooves us to get in touch with the different roads that run through the territory that we cover. We have demonstrated the fact that we did not organize to fight railroads, but on the other hand we desire to work in harmony with them and assist each other in maintaining a healthy grain business. We believe with this statement on

our part the railroads will make a special effort at all times to protect our interest.

This Union has not been able to eradicate all the evils of the grain trade in the past three years, but it has done a work that has been of great advantage to its members in a great many ways. It has been a terror to "scalpers" and parties bidding them. How many track buyers would stop "bidding" scalpers if there were no associations? How many commission firms would refuse the business of irregular dealers if there were no organizations? Very few, I think. You must admit that our existence as an organization has been helpful to the trade. Would there have been any agitation in regard to short weights if the Western organizations had not taken up the matter? But few dealers realize the importance of keeping up this work. Let it die and we will all become a reckless crowd of "scalpers." Keep it up and our business will prosper, we will become more closely united and better friends.

Have you ever stopped to think what a friendship has been created among the dealers by attending the meetings? When we started out in this work I was not acquainted with over half a dozen dealers in our territory. At this time there is not to exceed a dozen dealers in this section but what I am personally acquainted with. A great many of you do not place importance enough in the matter of becoming acquainted with your competitors; if you did, more of you would attend our meetings. Of course, it is somewhat expensive for some of you to attend, but I believe you will find it money well spent. There is no better way in the world to get along with your neighbor than to win his confidence; after you have it, do not abuse it.

We desire to state that the five members outside of the president and secretary of the governing committee have never failed in their duties toward the Union, and have ever been ready and willing to lend a helping hand in adjusting differences. They deserve a great deal of credit for the work they have done. They have had a great many unpleasant duties to perform, which they never shirked.

Dealers should remember that they constitute this organization, and the degree of success we attain depends largely on the moral support you give it. We will occasionally run up against hard propositions that will be difficult to handle, but do not get discouraged, as we will need your earnest support at such times in order to succeed. We might go on writing and reading this sort of literature for the next year, but unless we put it into practice it will become insignificant. We ought by all means accomplish more in the next three years than we have in the past three, for we have had various kinds of experiences, which should be of great value to us. Then let us profit by it and commence this year with renewed energy. The work will become easier as we progress and we will gradually become stronger. We are recognized as a permanent fixture and we will not have the battles to fight that we have fought in the past. If you find any track men who are making use of cars for storage purposes and will report it to us, his storage facilities will soon cease to exist, for we have been assured by the railroad officials that they will strictly enforce the car service rules if called to their attention.

In conclusion, let me urge you to be consistent with your competitors in every way. If you have any grievance, report it at once, for we can not do you any good unless we know what your trouble is. If you receive a letter from the secretary in regard to any difference, don't get hot under the collar and notify him to cancel your membership, but give the matter careful consideration and give him all the information in your possession. By so doing you will render an assistance that will be appreciated.

A vote of thanks was tendered President Hunter for his efficient services during the last year. An effort was made to vote him \$25, but he refused to permit it.

It was decided to hold the next meeting at Creston.

J. V. F. Babcock, special agent of the Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Ia., addressed the meeting on the work of the Grain Shippers' Insurance Association, from which we take the following:

The Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Ia., was organized by the Grain Shippers' Association of Northwestern Iowa in 1896 and incorporated in July of the same year. The cost of insurance in the Grain Shippers' Company since incorporating has been but 60 per cent. of the stock company rate for one year, making saving of over 75 per cent. of board rates for time the company has been doing active business. The company is purely a mutual one. It is not organized for profit, but to save the largest amount possible to policy holders. It has no salaried officers. It collects but one-half board rates the first year, and about one-half of this money goes to loss fund, the balance to pay expense of advertising and extending membership, etc. It has sustained but one loss since the commencement of business and said loss was adjusted and paid within five days of date of fire. The small amount of losses occurring since organization is to the credit of management of association. The association takes only the best of risks and thus strengthens as well as increases the business of association. It never carries over \$2,000 in any risk. It is deserving of the support of all responsible business men, and earnestly solicits their patronage.

Complaints were filed against the Andrews Grain Co. of Kansas City, charging it with bidding farmers. It was explained that the Benton Grain Co. and the Andrews Grain Co. were one and the same thing.

The action of the Kansas City Board of Trade in requiring its members to withdraw from grain dealers' associations was discussed at length.

Adjourned.

CONVENTION NOTES.

Aguinaldo was there.—Harris.

Mr. Funk of Podunk claims to have been there.

The fotografs will probably appear in the next number.

The best attended meeting the Union ever held.—Stibbens.

T. M. Wright, Fairmont, was the only dealer from Nebraska.

The last seen of Cool he was going back to see the lady from Vermont.

The C., B. & Q. R. R. officials surely have the good will of the members of the Union.

The affable Chas. M. Boynton of Creston was there, and as usual provided a box of cigars to burn.

H. S. Storrs, Asst. Supt. of the C., B. & Q. was there. He knows it; knew it all the time. We can prove it.

Dunlap went over to Omaha to buy shoestrings, while the best excuse Samuels could offer was a stiff lariat.

The Grain Shippers' Mutual Fire Insurance Association of Ida Grove, Ia., was represented by J. V. F. Babcock, its special agent.

Floyd J. Campbell, manager of the Omaha office of the Weare Commission Co., distributed lead pencils among those in attendance.

Among those present from Missouri were: J. T. Christian, Rockport; J. F. Cook, Skidmore; M. F. Hackett, Fairfax, and H. A. Noble, Watson.

Three Chicago firms were represented by the managers of their Omaha offices. W. H. Chambers, for several years prominently identified with association work, represented the Peavey Grain Co.; G. H. Conant represented McRey-

nolds & Co., and Floyd J. Campbell the Weare Commission Co.

President J. A. Carden and Secretary E. L. McClurkin, of the Grain Dealers' Association of Southeastern Iowa, were greatly pleased with the meeting.

The only machinery man present—W. O. Pratt, the Omaha representative of J. Thompson & Sons Mfg. Co., manufacturers of the Lewis Gasoline Engines.

A. H. Bewsher, the genial secretary of the Nebraska Grain Dealers' Association, favored the Union with the statements regarding the experience of the Nebraska Association.

To Protect Margins: Grain Men Put Another Nail in Coffin of Scoop Shovel Buyers.—Daily Nonpareil. The reporter who served this misinformation must have been painfully hard up for sensational matter.

Six St. Louis commission firms were represented: Daniel P. Byrne & Co., by Harry Hunter; Langenberg Bros. & Co., by H. F. Ketchum; Picker & Beardsley, by Erich Picker; Brinson-Judd Grain Co., by J. L. Wright; J. W. Booth & Sons, by Herbert Charters, and Furgerson Grain Co., by W. Ferguson.

A number left at the close of the afternoon session, yet many others came in to the evening session. About eighty

Blanchard; W. McMahon, Shenandoah; Jas. Odell, Farragut; G. A. Pierson, Orient; E. Reichert, Cumberland; A. P. Reeve, Silver City; S. T. Rhode, Randolph; W. Riggs, Kent; Ed Rose, Coin; J. B. Samuels, Riverton; J. W. Sexton, Bridgewater; J. W. Shambaugh, Clarinda; W. C. Sievers, Walnut; E. W. Sheldon, Percival; H. B. Stewart, Chariton; G. A. Stibbens, Coburg; M. L. Thomson, Earlham; Geo. Van Buskirk, Shenandoah; H. Vanschoiack, Elliott; J. S. Wright, Braddyville, and T. J. Young, Macedonia.

A MODEL ELEVATOR.

For the county grain man to handle grain successfully and with profit at small way stations, it is necessary that he have the facilities for handling and storing and yet not have too much money tied up in his plant. To meet this demand the Western Elevator Construction Co., of Conway, Kan., has designed the Model Elevator, a cut of which is shown on this page.

The ideas worked out in the plans for this building, embrace economy of room, solidity of construction, and rapidity for handling, combined with simplicity of detail and comparatively low



A Model Elevator.

attended the meeting. A number remained until Thursday morning and a party of about fifteen went east on the C., B. & Q. flyer Thursday afternoon, being entertained by stories from Dunlap, Ellis, Cool and a gentleman from Copper River dressed in a suit of seal-skin.

Among the Iowa dealers present were: J. Auracher, Shenandoah; G. H. Currier, Prescott; F. M. Campbell, Randolph; Wm. Cool, Cumberland; C. F. Davis, Pacific Junction; Wm. Daugherty, Hawthorne; D. N. Dunlap, Fontanelle; R. J. Edmonds, Hawthorne; W. W. Ellis, Vallisca; J. Gault, Creston; J. R. Giles, Lennox; J. R. Graham, Hastings; G. M. Gwynne, Essex; J. H. Gwynne, Yorktown; J. L. Gwynne, Imogene; C. H. Harris, Bartlett; J. R. Harris, Northboro; M. Hennessy, Orient; O. T. Hulburd, Osceola; D. Hunter, Hamburg; W. F. Johnston, Fontanelle; G. W. Judd, Sidney; E. C. Kayton, Strahan; T. A. Kyle, Shenandoah; T. J. McCormick, Stanton; James C. McKee,

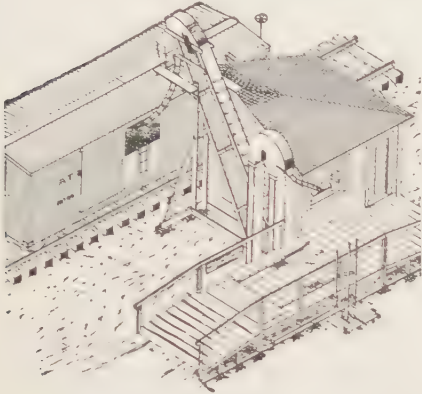
cost. The ground plan of this house is 16x24, and within this compass is storage room for 4,000 bushels of grain. Its handling capacity is 500 bushels per hour.

The power for operating this house is generally furnished by one horse, but a small horse power gasoline engine could be used just as well. One man can readily weigh up, dump, and load out five cars a day, providing the cars do not need too much cooping. This house contains two bins of 700 bushels capacity each, one 500 and two holding 100 bushels each, also a double dump holding 1,800 bushels. The flexible loading spout is set at such a height as will give sufficient fall to send the grain to the end of a 34-foot car.

The grain from all five bins and the two dumps can all be spouted together into a car or a wagon standing on the dump floor, or into any one of the other bins or dumps. Every shaft, bearing, chain or belt about the building is in plain view but out of the way, so there

is no chance whatever for the clothing to get caught in any of the machinery. The pit is well lighted by a window placed under the platform, so any work necessary there can be done without the aid of a lantern. The boot which has five spouts emptying into it has an improvement, so that if the cups for any reason stop, the grain is shut off, which prevents choking.

Another elevator made by this firm is the portable dump cleaner and elevator, which can be used at very small stations where not much grain is shipped



and only during the season immediately after harvest. Its construction is the result of many experiments and it is expressly adapted for the work it is intended to perform. It is cheap, simple and has good handling capacity. With this elevator the grain can be cleaned before shipment or it can be loaded direct into the cars. Any information regarding either the Model Elevator or the Portable Dump, Cleaner and Elevator, will be cheerfully furnished by the builders.

THE SUPPLY TRADE

Kimball Bros., of Council Bluffs, Ia., will enlarge their works so as to double their present capacity.

Last summer the Joseph Dixon Crucible Co., of Jersey City, N. J., put up a three-story, 90x40 addition to its pencil plant, and is now putting up another addition, 32x26, four stories high. This probably will not be the end of its expanding, as the company is in need of larger facilities.

A member of a certain Board of Trade said recently: "I believe that if commission men would advertise in different ways as liberally as bucket shop men do, and make as much of an effort for outside business as the latter do, the Board of Trade would get the business instead of the bucket shops."

Catalogue No. 25 of H. W. Caldwell & Son Co., Chicago, Ill., general machinists and manufacturers of elevating, conveying and power-transmitting machinery, has been received. It is one of the most complete catalogs we have seen. It contains 380 pages, is well printed on tinted and coated book paper, and is profusely illustrated with cuts of all the machinery handled by the company. Each page is surrounded by a border representing the Caldwell Helicoid Conveyor, and it is bound in a strong linen cover. It forms a flexible book which can be handled easily. The introductory matter of the book contains much of interest regarding the development of the spiral conveyor as

brought out by H. W. Caldwell, and also of the helicoid conveyor as recently invented by F. C. Caldwell. There is one feature which will make this catalog invaluable to the user, and cause it to be preserved for future reference, and that is the "Engineering Notes," made up of rules which have been found most useful in every day practice. This being a large catalog, great care has been taken in compiling a perfect index, so that no trouble whatever is experienced in finding any one of the great number of articles contained in the book. In publishing this catalog H. W. Caldwell & Son Co. have spared neither time or money to make it as near perfect as possible, and we feel confident that each recipient of it will see that it is preserved. The company will be glad to supply a copy to any one who is interested in this line.

WHEAT IN KANSAS, NEBRASKA AND OKLAHOMA.

We are indebted to Goffe, Lucas & Carkner of Kansas City for a number of letters received recently by them from dealers of Kansas, Nebraska and Oklahoma, from which we make the following extracts:

W. A. Hopkins, Solomon, Dickinson County, Kan., March 10: Our wheat crop is just now a puzzle, but all agree that it is considerably damaged.

W. W. Smith, Hollyrood, Kan., March 13: Fifty per cent at least of the early sown wheat is killed, and the late sown wheat is 75 per cent gone. Should we have a wet spring the weeds will take what is left.

H. Work & Co., Ellsworth, Ellsworth County, Kan., March 11: Few but what think wheat has been injured, and some claim as much as 50 per cent.

M. Latshaw, Wilson, Ellsworth County, Kan., March 16: It is safe to say 25 per cent of the wheat is killed. Some farmers claim 50 per cent.

John Latshaw, Dorrance, Russell County, Kan., March 17: Our prospect grows worse every day as the season advances. Believe we will not have over half a crop under the most favorable conditions.

Poorman Milling Co., Anthony, Harper County, Kan. (S. W.), March 17: Good, conservative farmers say that the wheat plant is going back every day. This is general throughout this county.

John B. Severin, Bendena, Doniphan County, Kan. (N. E.), March 11: The growing crop of wheat is very badly damaged here. Nearly all admit that 50 per cent of the ground sown in wheat will have to be replanted to other crops. The stalk looks green now, but the root is dead. We will have only from 25 to 40 per cent of a crop here.

Hedge & Brown, Whiting, Jackson County, Kan. (N. E.), March 11: One farmer will say wheat is badly damaged; another will say the wheat is not hurt to any extent. Wheat drilled in good shape on land that was plowed early is not injured to any extent, but that sown late on land not plowed early is about all killed. Do not think anyone can tell just how it is yet.

F. J. Benedict, Chanute, Neosho County, Kan. (S. E.), March 13: Wheat is damaged about 25 per cent.

Arkansas City Milling Co., Arkansas City, Cowley County, Kan. (S. Cent.), March 11: We do not think that wheat has been hurt much.

R. B. Gibbs, Morrill, Brown County, Kan. (N. E.), March 11: Some of the

farmers say the wheat is badly hurt, while others say it is not hurt. It is a little early to tell. We are having a big snowstorm. This is good for the wheat.

George W. Hough, Milan, Sumner County, Kan. (S. Cent.), March 11: Thousands of acres of wheat have been blown out in this and Harper counties, and also in the strip. A great portion will have to be put in corn. The damage to the crop in most places is not overestimated, is my belief by what I have seen.

O. A. Higgins, Stockton, Rooks County, Kan. (N. W.), March 13: From the best reports obtainable the loss to early sown wheat is not worth mentioning, while late sown wheat is beyond prediction, as it never started to grow.

L. W. Brewer, Dresden, Decatur County, Kan. (N. W.), March 13: Our wheat is not damaged any. I find, though, that not near the usual acreage was sown last fall, on account of the early freeze-up. There will be a largely increased acreage of spring wheat sown, which will bring the total acreage up to the usual amount.

E. J. Smiley, Concordia, Cloud County, Kan. (N. Cent.), Secretary Kansas Grain Dealers' Association, March 11: The late wheat that I have examined is all killed beyond a doubt. The early wheat is damaged at least 50 per cent and perhaps more. I called on French Bros., the largest wheat raisers in this country, and went over their 700 acres with them; all conceded that it was practically dead. These people have had years of experience in the growing of wheat in this county, having been here since 1878, and tell me that with one exception they have never seen the wheat in worse condition at this season of the year. I visited Scottsville, the third station west of here, yesterday and found the same condition there. I also have a report from the Murdock Grain Co., of Clifton, and they estimate the damage there at least 50 per cent. Report from Superior, Neb., this morning is wheat is damaged 50 to 75 per cent and farmers are making inquiries for spring wheat to seed the land. A severe snowstorm is prevailing today, commencing early this morning, and while this may be of some benefit to the wheat in the valley, I hardly think that it will benefit the wheat on the upland.

Caywood Grain Co., Clifton, Washington County, Kan. (N. Cent.), March 11: While no doubt wheat is hurt some, we do not think it is very bad.

H. Green, Wilber, Saline County, Neb. (S. E.), March 16: There will be little or no wheat from Lincoln to Hastings, south of the Platte River. Mr. Koehler thinks it will be good for one-half crop from Blue Hill west.

D. R. Hopkins, Crete, Saline County, Neb. (S. E.), March 17: Wheat looks as if it was no good. Opinion divided as to outcome; no doubt badly damaged.

J. D. Plummer, Deshler, Thayer County, Neb. (S. Cent.), March 16: The wheat outlook is anything but good; fully 50 per cent is gone.

J. M. George, Renfrow, Grant County, Okla. (N.): Wheat is in good condition in this county. Some conservative farmers say their wheat is in the best condition it has been for three years. The writer on the 5th took a trip 150 miles south and will say all early sown wheat on early plowing is in first-class condition.

ASKED AND ANSWERED

WHO IS REGULAR?

There has been considerable discussion regarding who is a regular grain dealer, and inquiry has brought out the following information as to the rules and practices of some of the associations:

G. A. Stibbens, Coburg, Ia., secretary Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri: Our constitution and by-laws show what we considered a regular grain dealer when we organized. Article III. provides that "No person or firm shall be admitted a member of this association except grain dealers, who do conduct a regular and steady business of buying and selling grain." Article I. of the by-laws provides that "Applications for membership shall be recommended by at least two members of the association living near the applicant." At the time of our organization we could not confine our membership exclusively to dealers operating elevators, as one line of railroad running through a very fertile portion of our territory had but very few elevators, and the dealers on this particular line had been in the grain business for a number of years. They were conducting said business in a straightforward manner and were doing no scalping. In order to promote harmony we admitted them into the Union, and have always found them good consistent members.

At the present time I believe a man should operate an elevator or warehouse in order to be classed as a regular grain dealer. In reply to the question, "If a dealer operates an elevator continuously at one station, can he buy and load from a wagon at nearby stations without investing in any more storage and handling facilities and be considered regular at those stations?" my answer is most emphatically, No. A man of that kind I would consider a scalper of the worst type, and should be treated as such. In regard to how long must a dealer who provides no storage facilities be engaged continuously in buying and shipping grain at a station in order to be considered a regular dealer, I would say that if there are other dealers who have storage facilities at such stations, he should never be considered a regular dealer. My personal views are, from this time on, none of the associations should admit any dealer as a member unless he operates an elevator or warehouse.

A. H. Bewsher, Omaha, secretary Nebraska Grain Dealers' Association: According to our constitution, it is necessary for a candidate for membership to operate an elevator or grain warehouse at the point for which he makes application, owing to nearly every point of any consequence in Nebraska having an elevator or warehouse facilities. This was the basing line as to the question of regularity in the organization of this association. It is but rarely you will find a point in Nebraska that has no facilities, consequently this restriction would not work to the detriment of anyone in the state. The fact of a dealer operating an elevator at one point gives him, according to our constitution, no right to operate as a scalper or to "load from wagons" from any station other than the one at which he operates said elevator. No man without facilities, as

I stated before, is considered regular by us. No scalper, and by that we mean "buyer without facilities," is considered regular by us. Uniformity in this matter would be highly beneficial to the various associations, yet conditions are so different in some states that it might perhaps be impractical for them to draw the lines as closely as we. There is an occasional scalper in this state, operating in conjunction with regular dealers. I speak of points at which there is but one elevator. These dealers, while we do not accept them as members of our Association, are tolerated because competition at these points is sometimes necessary, and they being disposed to work right, are given the preference over some others who might do otherwise. Our constitution meets the views and requirements in Nebraska to their fullest extent, and while we ask none to adopt our plans, leaving them free to regulate their own necessities, we would dislike very much to alter ours to suit them.

IS SHIPPER LIABLE FOR FREIGHT?

Grain Dealers Journal: Recently I consigned grain to a firm who has since failed without paying the freight on my grain or paying me for the grain. The railroad company now asks me to pay the freight. Accordingly I am very anxious to learn something regarding my liability in the case. Is shipper of grain liable for freight when grain is billed "Shippers order, notify consignee," and the railroad company fails to collect from consignee? W. W. B.

IS BANK LIABLE FOR FORGED BILL OF LADING?

L. Everingham & Co., Chicago, Ill.: In the case mentioned the bank forwarding the draft with bill of lading attached for collection is to be regarded as a guarantor of the genuineness of the bill of lading, the same as an indorser is held to be a guarantor of the genuineness of the signature of the maker of a promissory note; the bank is liable if the bill of lading turns out to be a forgery.

W. W. Granger, of the Union Grain & Hay Co., Cincinnati, O.: If a bank should collect a draft with bill of lading attached, and said bill of lading should prove to have been forged, they, in my judgment, should be liable, as the commission merchant only pays such paper in consideration of the fact that the bill of lading is genuine, and the bank collecting the amount should be in position to know that such is the case. It is the business of the bank collecting the amount from the commission merchant to know that the bill of lading is correct as it is supposed to know who it is doing business with. If it have country banking correspondents who are careless enough to accept such bills of lading from dishonest shippers or without knowing the shipper who discounted the draft any better than the bank collecting the amount from the commission merchant should have recourse on the country bank with whom the draft originated. The fact that the country bank endorses the draft before sending it to its city banking correspondents for collection, alone makes it liable. In my judgment, the city bank would be liable for the amount to the receiving merchant, who paid the draft which bank in return could hold the country bank responsible on account

of its endorsement and the country bank would then have to look to the tricky patron who manufactured the bill of lading for the amount. In other words, the innocent merchant who pays the draft should not be made to suffer under any circumstances.

Frederick Clark: If John Wheat goes to the Sidney, O., bank and presents what seems to be the personal check of E. C. Wagner, Columbus, the bank will not cash it unless Mr. Wheat is well known to it or secures the endorsement of a responsible person who is well known to some one of its officers. If it advanced money on the check and it proved a forgery the bank would have to stand the loss. In the matter of the forged bill of lading it is much easier for the local bank to determine whether the bill is a forged one and it should be required to investigate or stand the loss the same as with a check. It is the first to pay money on the forged bill; it pays the money not for itself but for the consignee named, although there may not be such a person or firm. It is the first responsible party called upon to pass upon the validity of the bill. If by its endorsement it is enabled to collect the money through its city correspondent from the consignee, then it should make good losses consignee suffers through forged bill of lading and bear the burden of recollecting the money from the forger.

SUITS AND DECISIONS

The Coffeyville Elevator Co., of Coffeyville, Kan., is defendant in a suit for \$10,000 damages, brought by Rebecca F. Cottrell, for the death of her husband at the elevator.

The suit involving the Venice Elevator at Venice, Ill., Claus H. Albers, the United Elevator Co., and the Consolidated Elevator Co., of St. Louis, Mo., has been compromised, Mr. Albers taking possession.

A jury decided against the Middle Division Elevator Co., at Decatur, Ill., in its suit against E. B. Sanner for failure to deliver grain sold. Another similar case in the same court has not yet been decided. It is that of George L. Hight against John Hemmer. Hight alleges he bought 3,000 bushels of corn of Hemmer at 25½ cents, which the latter failed to deliver, and sues to recover what he would have made on the deal.

Shippers at Holstein, Ia., have bunched their claims, aggregating \$11,000, against the Chicago & Northwestern Railroad for excessive freight charges on grain, and have engaged A. Van Wagenen, attorney, of Sioux City, to prosecute the suit, which will be brought by E. T. Smith, of Chicago, a former resident of Holstein, and Valentine Roush of Holstein. The ground of recovery on which Mr. Van Wagenen will proceed is that the Western Freight Association was an unlawful combination, whose members conspired to maintain a high rate, and that the overcharges can be collected because of their having been extortionate.

The new railroads that are to be built this coming summer will ruin a good many of the best grain shipping stations of the west. Shippers at these points would like to sell, but no one wants to invest in plants so located, says E. D. Vorhes, of Cushing, Ia.

NEW ENGLAND.

Slate & Reed, grain dealers at Amherst, Mass., will put up an addition to their warehouse.

The M. W. Terry Co., of Bridgeport, Conn., dealers in grain, hay and feed, has been incorporated with \$100,000 capital stock.

The Eastern Grain Company has been incorporated at Bridgewater, Mass. Capital stock, \$4,000; president, William Bassett.

NEW YORK.

The bill known as H. R. 210, requiring commission men to make impossible returns to shippers, has been killed in the New York State Assembly.

Merritt & Co., of New York, who had their office in their "hat" and received mail at a Fulton street cigar store, have decamped with the proceeds of the sale of a load of hay, which an unwary shipper had consigned. Patronize responsible receivers who advertise in the journals of the trade.

MISSOURI.

E. B. Joffe will build a distillery at Kansas City, Mo., with a daily capacity of 2,000 bushels of corn.

An elevator will be built at Lockwood, Mo., by H. H. Steele. Mayor Leiss of Jasper will superintend the construction.

The elevator and feed mill at Breckenridge, owned by Anderson Bros., of Hamilton, Mo., was burned on the night of March 10. The elevator was built four years ago at a cost of \$3,000. The feed mill cost \$600.

The Kansas City Board of Trade is making a bid for the speculative trade in wheat futures with a view to developing a market for hedges against business in hard winter wheat.

MICHIGAN.

Henry Schaibly, of Woodbury, Mich., will build an elevator at Coats Grove, for which he has purchased the lumber.

George B. Hurd, of Monroe, Mich., died March 13, after a short illness. He was born in 1832, and since 1872 has been a large dealer in grain. He leaves a widow, daughter and three sons.

Bromfield & Colvin, who have for several years conducted a grain and feed business in the Supe Elevator at West Bay City, Mich., have purchased the property of the Westover Estate.

WISCONSIN.

The Northern Grain Co., it is said, will erect a large warehouse at Chipewa Falls, Wis.

The steam plant in the warehouse of the Northern Grain Co., at Galesville, Wis., has been sold.

The Chicago & West Wisconsin Railway Company will build this year from Princeton to Wautoma, Wis.

E. B. Ingram, at one time a large grain dealer of Fond du Lac, Wis., dropped dead March 15 of heart disease. He was 75 years of age.

The Milwaukee Chamber of Commerce holds its annual election March 25. Edwin W. Cook and Frank Clapp are candidates for chief weigher.

An explosion of gas in the office vault severely burned J. H. Charles Baumann of Baumann Bros., grain commission merchants at Milwaukee, Wis.

The letting of the contract for the 3,000,000 bushel steel elevator of the Great Northern Railway at West Superior, Wis., has been postponed ten days.

Finding that incoming cars were tampered with, the Northern Grain Co., of Manitowoc, Wis., informed the police, who discovered that a gang of boys of 15 to 18 years made it a practice to rob the cars. Two of the offenders were caught and fined \$22.50 each.

OHIO.

Harry Cruikshank of Marengo has engaged in the grain trade at Edison, O.

Send us notices of contemplated improvements, new elevators and business changes.

Peter Hornung will build an addition to his elevator at New Bavaria, O., and put in a grinding mill.

H. Motz & Co., of Brice, O., are installing a new engine in their elevator, which is being enlarged.

Churchill & Co.'s new elevator at Weston, O., has been completed. The capacity is 25,000 bushels.

E. S. Travis contemplates erecting an elevator at Groveport, O., with a view to engaging in the grain business.

William Fry, grain dealer at Loudonville, O., has filed a petition in voluntary bankruptcy. Liabilities, \$2,003; assets, \$200.

C. W. Halfhill has leased the Disher Elevator at Mercer, O., and now has charge of the grain business at that point.

Four steel tanks, each of 50,000 bushels capacity, will be built at Lawrenceburg, O., for the Rossville Distilling Company.

Jacob B. Miller, grain dealer at Prospect, O., has filed a petition in voluntary bankruptcy, scheduling \$25,107 liabilities and \$1,100 assets.

F. A. Jenkins, dealer in grain and feed at Norwalk, O., has sold an interest in the business to Judson Stryker, a successful farmer of Peru, and the firm name is now Jenkins & Stryker.

Henry W. Brown has withdrawn his charge of unmercantile conduct against C. S. Maguire of the Cincinnati Chamber of Commerce. By mistake the bill of lading for a car of corn intended for Brown had been sent to Maguire. Both sold the car.

The Semler grain works at Oxford, O., were totally destroyed by fire on the morning of March 16. The elevator is managed by John Semler. It contained 2,000 bushels of clover seed and 5,000 bushels of corn and wheat. Loss on building, \$8,000; partly insured.

Invaluable to the trades they represent—the Grain Dealers Journal, published on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday, both for \$2 if subscribed for at the same time. Don't miss this chance.

We placed a man at the East Side Iron elevator here last July to oversee the weighing of all the grain we receive, and at the same time examine carefully the condition of the cars, grain doors, etc., and where there were any defects, same were marked upon a card, said card having a picture of an empty car thereon, and this card was sent to the shipper. In Chicago they are using cards similar to ours, say J. F. Zahm & Co. of Toledo, and there is

no doubt if these cards are sent to shippers from there just as we have sent them they will accomplish a great deal of good. We don't claim any patent on this thing. We are glad to see others using it, as it will do lots of good.

The Canton Produce Exchange has been organized at Canton, O., by millers and grain dealers, to establish uniform wholesale and retail prices for grain and mill products. E. P. Clay is president and Harry Knoblock is secretary. Meetings are held each Thursday evening.

NEBRASKA.

Grain trade news items are always welcome.

Fred Windle of Salem, Neb., will take charge of an elevator at Alma.

S. Hoffine is arranging to build an elevator at Nebraska City, Neb.

M. J. Wagey, grain dealer, has removed from Pleasant Dale to Crete, Neb.

The Torpin Grain Co., of Nickerson, Neb., has put in a full line of farm machinery.

The Nebraska Senate has recommended a bill giving a lien on grain for threshing and shelling.

Daniel Bourke has engaged in the grain business at Weeping Water, Neb., and will take charge of the Norton Elevator.

S. T. James, who is buying grain at Alvo, has begun the erection of an elevator of 5,000 bushels capacity at Prairie Home, Neb.

Marvin Williams, employed in the Clayton Elevator at Wood River, Neb., had his hand caught in the feed grinder and badly mangled.

The contract has been let for the construction of the Atkinson Northern Railway to Perry, Neb. A. O. Perry, Atkinson, Neb., is general manager.

O. A. Cooper, Humboldt, Neb., writes: Stocks of corn in farmers' hands are very small, so receipts will continue to be light. About 20 per cent. of wheat is held back.

M. McSwiney, Dawson, Neb., writes: We cannot pronounce on the growing wheat crop yet. The weather has been too severe for any vegetation. However, can say it is not dead.

John Tighe of Louisville, Neb., will build a large elevator on the site of the present one, which will be used for storage, the new house being equipped with the best machinery.

Traveling representatives who have occasion to go through the state say that the local situation in Nebraska is better than in any of the grain producing states of the west, and also that the state has fewer scalpers than any other.

Hay dealers who handle grain and grain dealers who handle hay can have both the Hay Trade Journal and the Grain Dealers Journal for \$2, the price of the former alone, if subscribed for at the same time. The Hay Trade Journal is issued every Friday. Don't miss this opportunity.

Gus Nelson, of Nelson Bros., grain dealers at Osceola, Neb., recently had his arm broken in several places. He drove his team into the elevator and fastened the lines to a shaft. In some manner the machinery started, winding up the lines. When he tried to pull them out his hand caught. The arm had to be amputated.

MINNESOTA.

Send us grain trade news items. Mazeppa, Minn., is to have a farmers' elevator.

A farmers' elevator is proposed at Montrose, Minn.

A farmers' elevator is to be built at Zumbro Falls, Minn.

A farmers' elevator costing \$3,700 will be built at Sanborn, Minn.

Every available inch of storage in elevators at Duluth and West Superior is filled.

The McCollom scheme for boards of appeal is favored by Chief Inspector Clausen.

Incendiaries attempted recently to burn the Victoria Elevator at Minneapolis, Minn.

Pinney & Johnson, of New London, Minn., contemplate erecting an elevator at Clara City.

Fire destroyed two warehouses at Mora, Minn., operated by C. H. Lydick and O'Neil Bros.

M. Furgeson has been appointed grain buyer of the Independent Grain Co., Minnesota, Minn.

P. C. Penner, of Mountain Lake, Minn., is charged with complicity in the recent elevator fires.

Tierney & Co., dealers in grain and feed at St. Paul, Minn., recently suffered \$500 loss by fire.

C. H. Reipke, of Windom, Minn., will enlarge his elevator to a 40,000 bushel house the coming spring.

I. M. Dean, of Blakeley, Minn., on one Friday recently bought over 3,000 bushels of grain at his elevator.

Wendell Hertig has been appointed receiver of the Short Risk Grain Indemnity Co., of Minneapolis, Minn.

A bill has been introduced in the Minnesota Legislature to prohibit railroads from charging for switching car-load grain.

A contract for grading 40 miles of new road, an extension of the Omaha, from Madelia, Minn., to the Iowa state line, has been awarded.

In Minnesota last year 1,237 licensed warehouses at interior points were operated under the supervision of the Railroad and Warehouse Commission.

Frank E. Culver, a warehouseman of Duluth, Minn., has been indicted on the charge of stealing \$3,600 worth of flour from the wrecked steamer Arthur Orr.

H. K. Sidle & Co. have been incorporated at Minneapolis, Minn., to do a grain commission business. Capital stock, \$50,000; incorporators, Henry K. Sidle, Frank A. Simmons and J. C. Young.

The Farmers' Elevator Association is being formed to build the proposed terminal house at Duluth, Minn. H. E. Boen, of Fergus Falls, is to be president; C. H. Hopkins, of Fairfax, vice president, and A. F. Borchert, of Bird Island, secretary.

The annual report of Col. G. D. Rogers, secretary of the Minneapolis Chamber of Commerce, a volume of 350 pages, has just been issued. During 1898 100,745,460 bushels of grain were handled in Minneapolis, an increase of 15,000,000 over the preceding year.

As announced in the last number the Barnett & Record Co., of Minneapolis, have secured the contract for building a 500,000 bushel addition to elevator E of the Consolidated Elevator Co., at Duluth. The building will be commenced as soon as the foundation is completed. The contract calls for the completion

of the elevator by August 1, at a cost of \$150,000.

Of 219,741 cars arriving at Minnesota terminals in 1897-98 the Grain Inspection Department found 1,947 in "bad order." Of these 682 were found not sealed, 532 seals broken, 351 with end door open, 197 with side door open, 122 with leaky grain doors, 20 leaking at side of car, 26 leaky at end of car, 7 leaking at center pin.

Of the 159,828 cars of spring wheat inspected on arrival at the four terminal points of Minnesota during the crop year of 1897-98 7,727 were docked one-half pound per bushel, 19,840 one pound, 21,016 one and one-half pounds, 27,814 two pounds, 16,648 two and one-half pounds, 19,385 three pounds, 18,169 over three and at an average of four pounds and 27,298 without dockage. The net average dockage on total receipts at all points was 28.6 ounces per bushel.

INDIANA.

J. P. Allen of Sedalia has purchased the elevator at Barnard, Ind.

The elevator of Wilson & Van Gundy at Rockfield, Ind., is nearing completion.

A 30,000 bushel elevator and mill will be built at Anderson, Ind., by Wellington & Son.

Charles E. Short, grain dealer and miller at Hillsboro, Ind., retires from business April 1.

John Workman & Son, Switz City, Ind., write that the early sown wheat looks well. Late sown is no good.

David Maxwell has removed from Camden to Woodville, Ind., where he will build an elevator and buy grain.

Cox & Fuller, grain dealers of Bicknell, Ind., failed March 11, with liabilities of \$15,000 and practically no assets.

The construction of an elevator and hay sheds at Briant, Jay county, is contemplated by the Goodrich Bros. Hay & Grain Co., of Winchester, Ind.

The Churchill-White Grain Co., of Chicago, has withdrawn its proposition to build a large transfer elevator at Knox, Ind., and instead will erect a local elevator.

O. W. Calvert has succeeded to the grain and feed business of Kenner & Calvert at Huntington, Ind. Mr. Kenner and his son, Marcellus, will continue in the shipping business.

M. E. Harris, of Cowan, Ind., writes: Corn trade is at a standstill on account of break in market. Wheat promises fair at this writing (March 20). Cannot tell yet how badly winter has hurt it.

C. A. Augspurger & Co., of Berne, Ind., write: We are having severe weather on winter wheat. It seems like the plant wintered through all right during the cold weather, except that which was sown in black ground, which was badly hurt. Now what seemed to have life is partly disappearing. Clover also is badly hurt. Nine fields are altogether ruined, as the stock is entirely lifted out of the ground.

PENNSYLVANIA.

Haskill & Kendig have leased the elevator at Lancaster, Pa., lately operated by D. B. Landis & Son.

The fall of a large boiler, which was being installed in the Philadelphia Grain Elevator at Philadelphia, recently, killed one man and severely injured another.

ILLINOIS.

An elevator is being built at Eleanor, Ill.

Amos Means will engage in the grain business at Anchor, Ill.

A warehouse is being built at Dantown, Ill., by V. D. Ross.

E. D. Brady has taken possession of the elevator at Cullom, Ill.

R. F. Cumming's elevator at Chebanse, Ill., has been moved.

Joseph Luly and Peter Reyland will build an elevator at Alton, Ill.

E. W. Bishop, of Watseka, Ill., will build an elevator near his mill.

R. J. Riley & Co., of Symerton, Ill., have roofed their new elevator.

Andrews Bros., of Metamora, Ill., will conduct a grain business at Walnut.

Additional cribs are being built by C. C. White, grain dealer at Henning, Ill.

Frank Hougham has been engaged by Gooch Bros. to buy grain at Howard, Ill.

F. L. Churchill has installed a new boiler in his elevator at Bloomington, Ill.

Harry Epps will build an elevator west of Crisman, Ill., on the I. D. & W. Railway.

Pierce A. Felter of Eureka has purchased the elevator of Henry Dierking at Secor, Ill.

Readers will confer a favor by sending us the grain trade news of their neighborhood.

Abner Whitaker & Son have purchased the grain business of C. H. Whitaker & Son at Ellsworth, Ill.

Cuppy & Parker, of Kemp, have purchased and will operate the elevator of Moore & Son, at Brimfield, Ill.

Edwin Metzger will manage the new elevator to be built at Dwight, Ill. He is now buying grain at Pontiac.

An engine and boiler of 20 horse power are being installed in the elevator of J. C. Bessier & Co., Vermillion, Ill.

S. S. Brame, who has been operating the elevator of John McGirr, of De Kalb, at Rollo, Ill., has bought the plant.

J. I. Everson of Kenney, Ill., will build an elevator at that place, on a site furnished by the Vandalia railroad.

A. A. Belgard, of Kankakee, has the contract to build a 50,000-bushel elevator at Ashkum, Ill., for M. R. Minson & Sons.

L. Bogenrief, of Pearl City, Ill., has discarded horse power and is now running his elevator with a gasoline engine.

Peterson Bros. & Co., of the Chicago Board of Trade, allege that David M. Stevens, an employe, has embezzled \$6,000.

The bursting of H. H. Leech & Co.'s elevator at Hennepin, Ill., threw hundreds of bushels of shelled corn into the Illinois River.

E. W. Church, of Chicago, has taken a five-year lease of the McConaughy Warehouse at Rochelle, Ill., and will make improvements.

N. E. Buser, of Mt. Morris, has the contract to build an elevator, 50x45 and 45 feet high, for Fred Plate, of Forreston, at Haldane, Ill.

C. H. Sells, of Pittwood, who has bought off the elevator stock company, has moved his family to Rankin, Ill., where he will erect an elevator.

The house committee on warehouses in the Illinois legislature has reported favorably with a recommendation that the legislature pass Heron's bill repealing the law passed in 1897 giving owners

of public elevators of class A the right to deal in grain stored in such elevators.

Burglars blew open the safe in the elevator of Luehrman & Kopplin at Effingham, Ill., not noticing the card attached stating that it was unlocked.

A grain elevator will be built at Lee, Ill., by a company composed of O. J. Prestegard, H. A. Hillison, H. Risitter, Louis Risitter and A. A. Richardson.

The bill introduced in the Illinois legislature to legalize demurrage charges and give railroads a lien until paid is being fought by the Chicago Board of Trade.

The Chicago Board of Trade has come to the conclusion that the telegraph companies have no right to the figures of the visible supply without paying a cent for the use of the same.

Fred C. Meyers, of Florence Station, Ill., will build an elevator on land which he has leased at Pearl City. Although a young man, Mr. Meyers has had long experience in the grain trade.

H. N. Knight, Monticello, informs us that Smith Paugh, of Lodge, Ill., is taking advantage of the dull season by remodeling his house. He is putting in hopper scales and a suction fan.

A big deal in broom corn was consummated recently, when Thomas Lyons & Co., of Arcola, sold to T. Peck & Co., of Amsterdam, N. Y., 135 tons of various grades, at prices ranging from \$120 to \$150.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published every Friday of the year, for \$2. Both are invaluable to the trades they represent. Try them.

H. N. Knight, of Knight & Son, grain dealers at Monticello, Ill., took a long drive in the country March 13. He passed several wheat fields and says they looked better than he expected. His best judgment is that they are winter killed to the extent of 10 per cent.

Benson Bros., grain dealers of Colfax, Ill., were acquitted March 23 of the charge of embezzlement. In attempting to prove the charge the prosecuting attorney made uncalled for remarks which so angered John Benson that he picked up a chair and threw it at the attorney.

Edward Putnam, of Rossville, Ill., has retired from the grain business, and his elevator is held by A. H. Gernard, a heavy indorser of his paper, whose son, Charles, will conduct the business on safe lines. At one time in 1895 Mr. Putnam had \$30,000 profit in a wheat deal at Chicago, but held on for a higher price, and the market went against him until he sold at a loss.

After July 1 the official visible supply figures made up by the Chicago Board of Trade will include the stocks at Fort William, New Orleans and Galveston. As the stocks at Albany, Oswego and Cincinnati have become so small as to be unimportant, these points are to be dropped out of the visible. The New Orleans wheat stock on March 18 was 415,000 bushels and the corn 1,366,000 bushels. The Fort William wheat stock is 2,750,000 bushels.

J. H. Herron, of the Sidell Grain & Elevator Co., Sidell, Ill., writes: E. S. Herron will build a 50,000-bushel elevator at Milford, Ill. Mr. Babcock, of the Union Iron Works, Decatur, Ill., is now getting out plans and specifications, and copies of the machinery bill have been sent to various firms to figure on same.

Work will be pushed when weather settles. We are finishing up moving out our oats, the last of 125,000 bushels stored at our various stations on the C. & E. I. railroad.

Calvin T. Wheeler died March 24 at his residence in Chicago, aged 82 years. Mr. Wheeler was connected with the grain trade as a member of the firm of Flint & Wheeler, who in 1851 established a commission business. Their first elevator had a capacity of 160,000 bushels, and in 1856 they constructed Rock Island Elevator A, with a capacity of 750,000 bushels. Mr. Wheeler was the fourteenth vice president of the Board of Trade. In 1861 he withdrew from the commission firm and has since devoted his time to banking.

MARYLAND.

James M. Girvin, of J. M. Girvin & Co., grain commission merchants of Baltimore, Md., and an old member of the Corn & Flour Exchange, died March 16, of heart failure. The firm was established in 1845, and Mr. Girvin, who was 75 years of age, was actively engaged in business until within a few days of his death.

SOUTHEAST.

An increased acreage of corn will be planted in East Tennessee.

An elevator will be built by J. W. Gilbert, miller, at Owensboro, Ky.

Report the condition of growing wheat and send us the grain trade news of your vicinity.

K. A. Holman will build at Fayetteville, Tenn., a grain and cotton warehouse 65x210 feet.

The City Grain & Feed Co., Columbia, Tenn., contemplates erecting a 50,000 or 75,000 bushel grain elevator.

Dale Bros. have purchased the grain and produce business of Fleming & Rea at South Columbia, Tenn., and their father, W. J. Dale, will be the active manager.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published at Canajoharie, N. Y., every Friday in the year, for two (\$2) dollars. Both are invaluable to the trades they represent. Try them.

KANSAS.

Crop reports from Kansas points are very contradictory.

Readers will confer a favor by sending us grain trade news items.

Victor Nelson, grain buyer at Falun, Kan., it is said, will erect an elevator.

The Rahskopf Elevator at Lawrence, Kan., which was burned, is to be rebuilt.

The Burback Commission Co., of Newton, Kan., has discontinued business, owing to the new bucket-shop law.

An elevator of 60,000 bushels capacity will be built by Kramer Bros., proprietors of the Aetna Mills at Wellington, Kan.

J. C. Elvin, of Danville, Kan., not only conducts a grain business, but also operates a store and edits the Danville News.

Grain dealers of Caney, Kan., will put in a stock of general merchandise and farm machinery, to be sold at a reasonable profit, alleging that the merchants have driven trade away by exacting high prices for their wares.

IOWA.

Grain trade news items are always welcome.

Jo. Hardie has reopened his grain house at Estherville, Ia.

An elevator will be built at Woden, Ia., by the Dysart Grain Co.

D. N. Wilson may build a new 15,000 bushel elevator at Mediapolis, Ia.

The changes in Koon's elevator at Sloan, Ia., have almost been completed.

G. D. Dillon, manager of the Neola Elevator Co., will establish an office at Hedrick, Iowa.

Sam B. Floyd has purchased at sheriff's sale the Mount Mammil Elevator at Fort Madison, Ia.

Joseph Barton has built an addition to his elevator at Roscoe, Ia., and doubled its capacity.

William Carse, of Oakland, Ia., has purchased and taken possession of the South Branch Elevator.

At Holstein, Ia., the Trans-Mississippi Grain Company contemplates the construction of an elevator.

D. N. Dunlap has traded his lumber yard for the elevator and grain business of J. H. Hulbert at Greenfield, Ia.

D. J. Jenks has purchased the interest of his partner, H. C. Steele, in the elevator of Steele & Jenks at Coon Rapids, Ia.

The large Burlington elevator at Burlington, Ia., will again be overhauled and its handling facilities greatly improved.

Grading for a railroad from Osage south to Chariton, Ia., will soon be begun by the Winona, Marshalltown & Southwestern.

W. H. Robinson has sold his 12,000 bushel elevator at Hedrick, Ia., to C. E. Stevens, of Garner. Possession was given March 15.

Gillius Thede, of Davenport, and Hans Thede, of Dixon, have bought the shares of J. Dammann & Co. in the elevators at Dixon, New Liberty and Sunbury, Ia.

The next meeting of the Grain Dealers' Association of Southeastern Iowa will be held Monday, April 17. Every regular dealer of the district should attend.

Edward Lehan has bought the interest of his partner, M. W. Lee, in their elevator at Dunlap, Ia., and will conduct the grain and coal business with the assistance of his son Thomas.

The Omaha Elevator Co.'s property at Omaha, Neb., will be vacated, it is said, as soon as F. H. Peavey's elevator in Council Bluffs, Ia., is finished. The Union Pacific requires the ground.

J. P. Engdahl having purchased the interest of C. G. Messroles in the grain and stock firm of Messroles & Arvidson at Harcourt, Ia., the business will be known as the Arvidson & Engdahl Co.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published every Friday of the year, for two (\$2) dollars. Both are invaluable to the trades they represent. Try them.

F. A. Wentworth's grain elevator and feed mill at Bailey, Ia., on the Chicago & Great Western Railway, was burned to the ground March 6. The plant was completely destroyed, except the 10 h. p. gasoline engine, which was protected by a large quantity of wheat which fell from the bin above. Loss, \$2,500; no insurance.

James McFarland, for seven years local representative of the Inter-State Elevator Co., at Stanhope, Ia., will engage

in the business on his own account. He has purchased, and will take possession April 1, the elevator property and grain business of John S. Williams at that point. Mr. Williams will continue the implement business, and perhaps erect a flour mill. Mr. McFarland's successor with the Inter-State Company has not been named.

SOUTHWEST.

Report the condition of growing crops in your vicinity.

The governor of Oklahoma has signed the grain inspection bill.

Green & Shoemaker's grain warehouse at Crowley, La., was recently burned.

Oklahoma's governor has vetoed the bill providing that all grain should be weighed on county scales.

A grain elevator of 50,000 bushels capacity will be built at Jonesboro, Ark., by the Jonesboro Roller Mill Co.

The Grain Dealers Association of Oklahoma and Indian Territory has increased its annual dues to \$10, payable quarterly.

J. A. Millard of Kildare, Okla., writes: An elevator will be built at Bliss this season by N. S. Williams. The outlook for the new wheat crop is not good in this vicinity. Fully 25 per cent. is killed and what remains is sickly.

At the recent meeting of the Grain Dealers Association of Oklahoma, and Indian Territory a resolution was adopted pledging the members to withhold all shipments from members of the Kansas City Board of Trade who voted to forbid members of the Board to join grain dealers' associations.

J. C. Robb, secretary of the Grain Dealers' Association of Oklahoma and Indian Territory, says: We are in sympathy with the movement to have a law passed, compelling railroads to pay elevators a loading fee, and believe that this bill should be introduced at the next session of congress. I am satisfied it can be passed, if each and every member of the different associations will take it up personally with their representatives and senators. It is just and right and should prevail.

At the recent meeting of the Grain Dealers' Association of Oklahoma and Indian Territory the following resolution was adopted: "Whereas, We, the members of the Oklahoma Grain Dealers' Association, are not satisfied with the methods of the inspection department at the port of Galveston; and, whereas, said department does not preserve samples of each car; and, whereas, an appeal from the inspection department cannot be had except at a most unreasonable and exorbitant charge; therefore, let it be Resolved, That the Board of Trade of Galveston and the Chamber of Commerce be, and are hereby requested to take action to remedy the methods now in existence."

TEXAS.

The Texas Grain Dealers' Association will meet May 8 and 9.

Send us in your news items, we are always glad to hear from you.

A steel tank elevator of 25,000 bushels capacity will be erected at Pilot Point, Tex., by the Pilot Point Roller Mill Co.

Work is to begin immediately on the enlargement of Elevator A at Galveston, Tex., from 1,000,000 to 1,500,000 bushels capacity, for which the contract was let March 14 to a St. Louis firm.

CANADA.

The Miami Farmers' Elevator Co. has been incorporated at Miami, Man.

A. Zoeller will engage in the grain business at Stratford, Ont., having purchased the Zinkann property.

Fire March 8 destroyed the grain and hay warehouse of the Rathbun Co., at Thousand Island Junction, Ont. It was well filled with grain, Franklin & Grimshaw of Kingston having 8,000 bushels, and Richardson & Sons of Kingston 4,000 bushels in store. Fully insured.

Good news has been received from Port Arthur this week to the effect that the accumulation of wet and damp wheat on track there had been cleared up, and the operators of the drying plant there are now prepared to handle grain sent forward for drying as fast as it arrives, says the Winnipeg Commercial of March 18. A quantity of "tough" or slightly damp wheat was unloaded into Elevator B at Fort William, and this is now being put through the drying process. The tough wheat can be handled much more rapidly than damp or wet wheat, and it will only take a short time to clear up this grain. This news from our lake ports is very satisfactory, as holders of tough, damp or wet wheat were becoming very uneasy. Holders of this class of grain should now lose no time in sending it to the drying plants.

We are indebted to the Winnipeg Grain & Produce Exchange for a copy of the eleventh annual report for 1898. President Robert Muir states that the acreage this year will be larger than ever before. While last year's crop was large, the quantity of damp grain was so great that grain-drying plants were a necessity. With regard to railway rates President Muir states that the stop-over charge made by the C. P. railroad for all-rail shipments out of Port Arthur, in addition to regular elevator charges, bears heavily on the trade, and should be removed. During the past season 180 miles of railroad were constructed, affording needful accommodation to outlying districts. The elevator system has been extended in nearly every direction. The total capacity of elevators in Manitoba and Northwest Territories is now 19,958,000 bushels, an increase of 1,597,000 bushels over that of last year.

The Winnipeg Grain Exchange, at a recent meeting, adopted the following resolution by a unanimous vote: Whereas the evils resulting from the mixing of Manitoba grain at the Fort William and terminal elevators are most injuriously affecting the reputation of Manitoba grain in the European markets, and whereas the Winnipeg Grain and Produce Exchange is most desirous of restoring the reputation of Manitoba grain to its former high standing, be it resolved that this exchange hereby expresses its positive conviction that no mixing of grain should be permitted in terminal elevators, and also that no mixing of grain should be permitted in a cargo shipment unless the inspection certificate issued therefor shall have written across the face a statement defining the various grades entering into its composition. And further be it resolved, that this exchange memorialize the department of inland revenue to secure the enactment of such legislation as may be necessary for the carrying

into effect and enforcement of the principle above enunciated.

NORTHWEST.

A grain palace exposition will be held next fall at Aberdeen, S. D.

An elevator is to be erected at Cavalier, N. D., by the Robbie Mill Co.

An elevator will be built at Dickinson, N. D., by the Mandan Mercantile Co.

Send us notice of contemplated improvements, new firms and new elevators.

Fred Mayer and George Hoefmaster will build a 50,000-bushel elevator at Chancellor, S. D.

J. Thornton, of Salt Lake City, Utah, who operated the Salt Lake Grain & Produce Co., has decamped with \$2,000.

The Northern Pacific Railroad will construct several extensions authorized by the directors at the March 8th meeting.

Wheat growers of the Northwest held a convention at Fargo, N. D., March 21, 22 and 23. Four hundred farmers attended.

The Farmers' Mill & Grain Co. has been incorporated at Milnor, N. D., with \$15,000 capital, to build a grain elevator and mill. Ole Hansen is president. Monroe, S. D., has two elevators, the Marfield and the Inter-State. This year the Marfield will be closed, leaving the trade for the Inter-State, which was closed last year.

Extensive improvements are being made in the elevator of the Minnesota & Northern Elevator Co., at Bathgate, N. D. The capacity will be increased by 5,000 bushels.

As a result of an investigation made by Deputy Collector of Internal Revenue W. I. Howland, some time ago, warrants of arrest were served March 16, upon B. S. Williams and E. P. Wilcox, of the firm of Wilcox & Williams, grain buyers, at Yankton, S. D., charging them with violating the United States internal revenue laws. Deputy Howland found in the neighborhood of 1,000 grain checks without internal revenue stamps on them. They made a motion to dismiss the case, agreeing to place stamps upon all the checks. They claim that it was in accordance with advice given them by their attorney that they did not put stamps upon the checks. They were bound over to appear before the next term of the United States grand jury at Sioux Falls.

PACIFIC COAST.

Grading is in progress on an extension of the Oregon Railroad & Navigation Co.'s line from Dayton to Covello, Wash., through a farming region.

Erie canal men have renewed their effort to regulate transportation and storage charges on grain by the same bills that were introduced last session. Senator Foley has charge of the measures. One bill provides that charges shall not exceed 50 cents per 1,000 bushels for elevating grain, ½ cent per bushel for hoisting apparatus, and ¼ cent per bushel for storage for the first ten days, with 1-10 cent additional for each succeeding ten days or part thereof. The companion bill appropriates \$500,000 for the purchase of elevators—three at Buffalo and three at New York—to be under the management of the Superintendent of Public Works.



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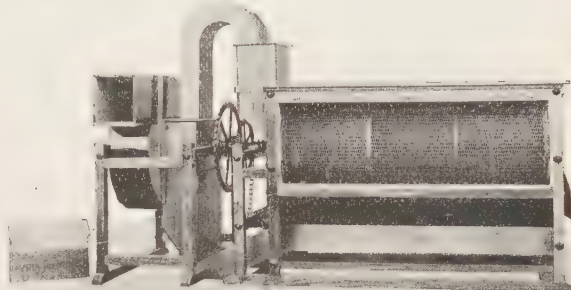
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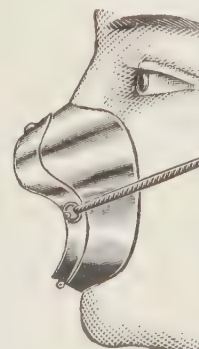
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THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.

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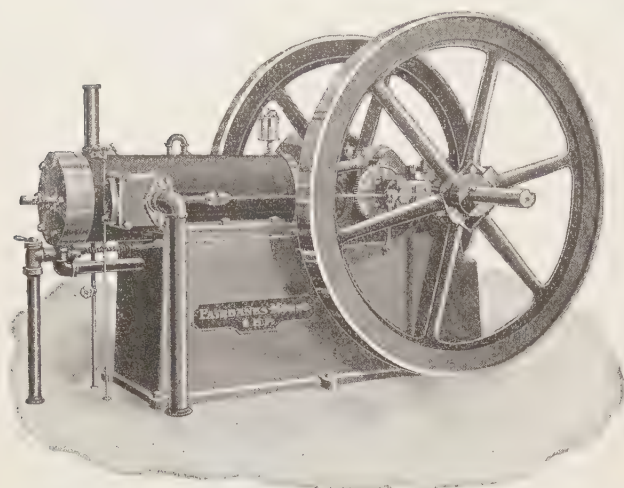
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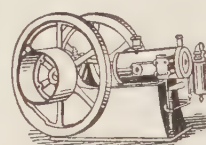
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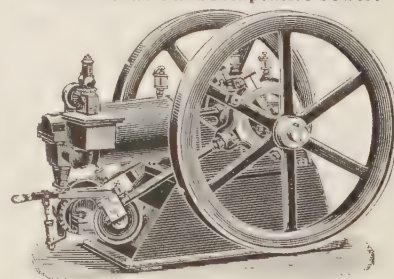
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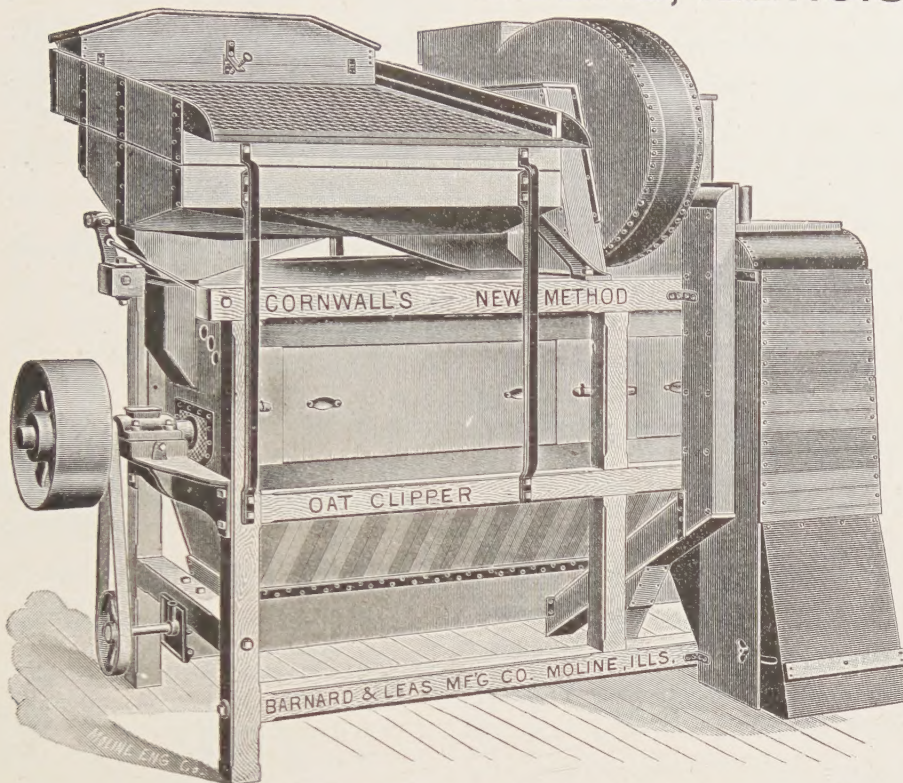
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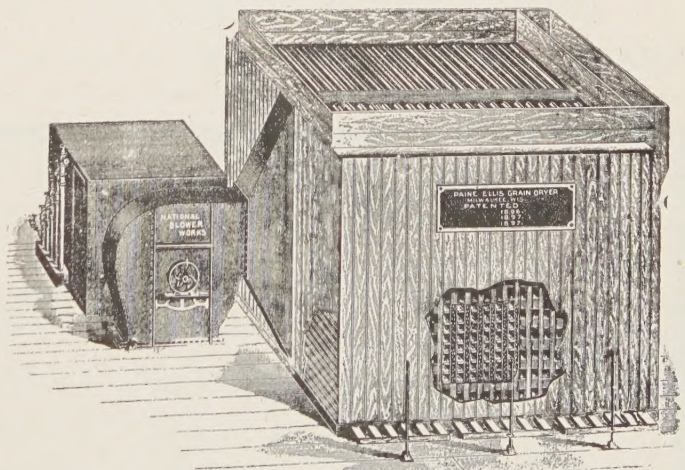
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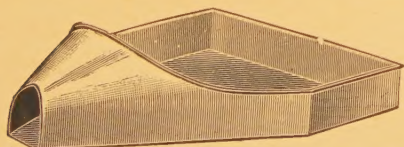
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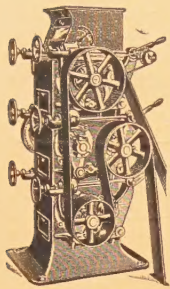
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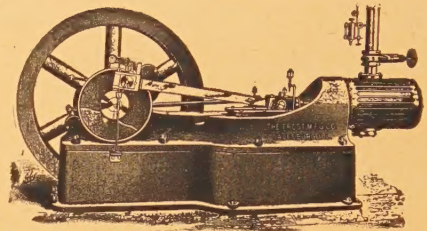
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